CYCLE NEWS

"America's only weekly newspaper covering the motorcycle sport"

15¢

32 Pages This Week

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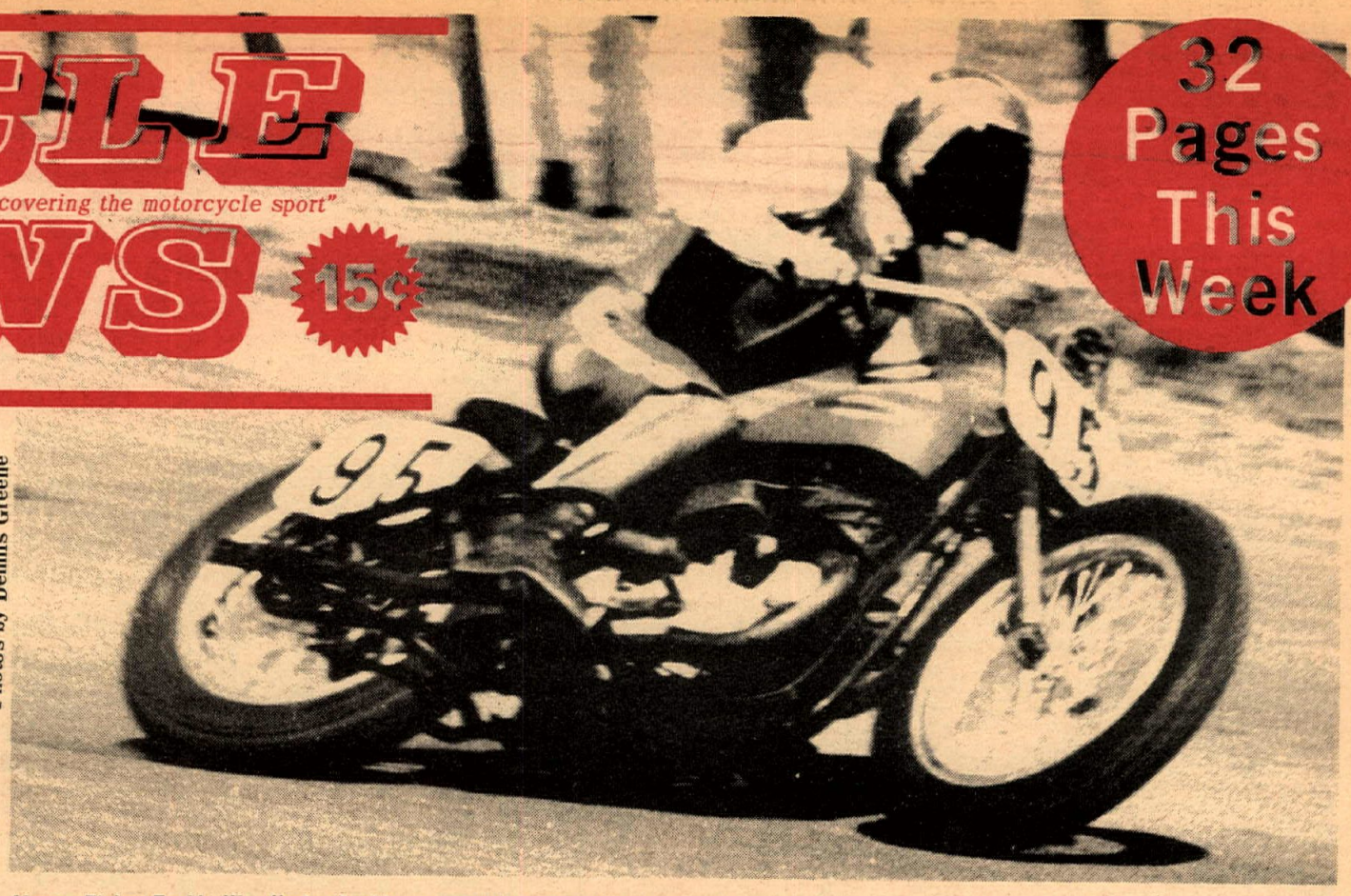

Photos by Dennis Greene

Above: Flying Freddy Nix, Harley-Davidson mounted, squeeked by Sammy Tanner to cop top gold in Sunday's 20-mile National at Sacramento Fair Grounds.

Sacramento Runs True To Form

8 WINNERS IN 8 YEARS

(Pictorial begins on page 22. Results, page 21)

Nix Nabs National

The Sacramento legend keeps going with eight years of racing history and eight different winners.

Joining the illustrious line of 20-mile champions last Sunday was Oklahoma's Fred Nix who came from way back on the last mile to win his first National Championship in the closest finish ever recorded in west coast national racing.

The slick Sooner from Lawton, Oklahoma powered by Sammy Tanner ten yards from the finish line to win by half a length before a roaring record crowd of over 15,000 fans.

It also shot him into the top ten in the final national standings. He was 17th going into the race, which was the last AMA national of the year.

Nix ran a close second to defending champion Mert Lawwill in the heat race but came back to lead the first seven laps in the 20-lap final. Markel edged across the line by inches to lead the 8th lap but it was Nix in front by inches over Lawwill and Markel the next round.

"Flea" Really Flew!

The lead changed hands eight times across the finish line during the hotly contested event that saw Sammy Tanner come from way back during the opening laps and overhaul the leaders to take the lead on the 11th mile.

Nix again was in front the next three laps, but it was Tanner again at the end of 15 miles and starting to move away.

Lawwill got off the groove twice on laps 14 & 15 to put him out of contention for the win. He had to battle back late in the race to re-pass Markel and Gary Nixon to finish a closing third.

The start of the final lap had Tanner in front by eight lengths over Nix. Fred scored down the back chute to pull closer going into the final turn. Tanner appeared to go in too hot and went wide with Nix pulling up end for end down the final stretch. The two were side by side 50 yards from the checkered flag with Nix going to the inside the last ten yards and making it to the front right at the finish.

Seventeen of the twenty finalists were still around at the finish. Don Hawley fell off early in the race with Neil Keen and Gene Romero pulling in with engine troubles. Romero had fifth place locked up when he dropped out on the 14th mile.

Carter Tops Amateur Stars

The Amateur final was nearly as close a finish with John Carter coming from way back to pull up even with Gerry seguin as the two started the last lap. Carter shot to the inside of the first turn with Seguin giving the fans a thrill with a wild sliding spill. Carter then powered in for his first big win. Sequin later righted himself and walked back to the pits, receiving a large ovation from the crowd that had earlier watched him post fast Amateur time and win his heat race.

Points Race to Markel

Following are the final AMA points standings in the nation for 1966:

Pos.	Rider	Brand	Pts.
1.	Bart Markel	H-D	428
2.	Gary Nixon	Tri	361
3.	Sammy Tanner	BSA	241
4.	Eddie Mulder	Tri	220
5.	Chris Draayer	H-D	212
6.	Mert Lawwill	H-D	187
7.	Roger Reiman	H-D	175
8.	Buddy Elmore	Tri	166
9.	Ralph White	BSA&Mat	159
10.	Fred Nix	H-D	149
11.	Cal Rayborn	H-D	147
12.	Dick Mann	BSA&Mat	144
13.	George Roeder	H-D	117
14.	Babe Demay	H-D	111
15.	Gene Romero	Tri	102

John Carter, the grinning Amateur winner at Sacramento Sunday.

285,449 M/C'S REG. IN CALIF.

California motorcycle registrations as of August, 1966 were 285,449, according to the latest Dept. of Motor Vehicles report. Last May only about 245,000 bikes were registered in the state. Cycles now represent 2.65 per cent of the total vehicles registered, out of 10,759,380 in the state.

Los Angeles County leads with 102,504 motorcycles, followed by Orange County with 19,152 and San Diego County with 17,370. San Bernardino and Alameda Counties are neck and neck with 12,743 and 12,702 respectively.

Still uncounted are the non-registered, sporting machines, which may surpass in number the 285,000 licensed for the road.

New TT Track for AMA Pro's

Will Tice, owner of the new San Gabriel Raceway at Irwindale had announced he is ready to go full tilt. His new track, located just off the San Bernardino Freeway, will host the TT cycles on Saturday nights, October 8th and 15th.

The race will have a guaranteed purse of $2500.00 with added purses to the winners of the Expert, Amateur and Novice main events.

The course has two jumps and many fast sweeping turns along with grandstands that accomodate 6,000 fans.

Oval racing is also planned for later in the year or early next season. The track will run weekly cycle shows in 1967, also.

Fans planning on attending the opener the 8th should take the San Bernardino Fearway east, then turn off at the Rivergrade turn-off and go north just a few blocks to the new raceway. Starting time on October 8th will be at 8:00 p.m.

Richmond Ramblers Host

Vetter-Schmidt Benefit Dance

The Richmond Ramblers Clubhouse at Point Richmond, California will be the scene the night of October 8th for the greatest dance of the year in the area. . . and for a great cause. The benefits are for the aid of Rick Vetter and Joe Schmidt, the boys who were gravely injured at the Springfield National. Great doorprizes have been donated by Yamaha International, Cycle Imports of San Mateo and Tom Clark's Cycle Specialties. First prize will be a '66 Yamaha, and a Bates seat, Bell helmets, jackets, gift certificates and money prizes will brighten the evening. For Further information, contact John Pires at 897–1281 or Lance Prestige at (415) 761–2294.

The report of the accident in Cycle News was erronious where it stated that riders went wide to avoid fallen Jack McNairy. McNairy was in back of the field and went down himself to avoid the fallen man.

SAFETY PROBLEM LOOMS AS BIGGEST THREAT

By Chuck Clayton

"I don't see why the trend can't continue indefinitely if we can do something about these accidents," a leading member of the industry said recently. "I'm afraid if we don't do something about it soon, Washington will." He didn't have to spell out exactly what the Senate committee investigating traffic safety would do about it. We both knew, whatever, we wouldn't like it.

Never has the motorcycle business and motorcycle sport enjoyed such high profits and prestige in the U.S. Yet, we could lose everything overnight if the same anger that congress is currently venting on the automobile industry were directed at the two-wheel trade.

Surely our industry will rise to the challenge and thwart our enemies with the same vigorous determination that they lavished on the "problem element," which threatens us from within. In other words, politicians and newspapers will have a field-day at our expense...if we don't do something about the problems ourselves.

There is a way out of our dilemma, which I hope to propose within a few weeks, but it requires giving, and that is something fairly rare in the motorcycle industry. At least we can pinpoint the areas in which need our attention. **Legislation: we need laws to protect us from other drivers, especially car drivers. One of the first things that should be required is a side-view mirror on every car to help eliminate that fatal "blind spot". The same California state office that issued printed cards with every vehicle registration last year erroniously advising that motorcycles are banned from all forest trails should issue a similar card advising motorists how to keep from hitting motorcycles in traffic. Special hazards to cycle riding must be danger-marked until they can be eliminated, even if state vehicle tax money has to be spent to do it. And there are many other things that need being done to get California ready for the real motorcycle boom to come in the future. Cycle News will keep you advised of progress in this matter or lack of same.**

CYCLE NEWS
6477 N. Long Beach Blvd.
Long Beach, Calif. 90805

SECOND CLASS
DATED MATERIAL

CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

FRIDAY, SEPT. 30th

NITE SCRAMBLES – Fresno M.C. at Fresno.

FRIDAY NITE 1/5 MILE SPORTSMAN SHORT TRACK–by Livermore M.C. at Altamont Speedway at Tracy Livermore on California Hiway #50. Pit gate opens 5:50 pm, closes 7:30. Practice 6 to 7:30. Races start 8 pm. 5000 spectator seats, admission $1.50. All classes, 50cc to 250cc except ladies

SEPT. 30, OCT. 1st, 2nd.

CYCLE ACTION THEATRE–three hours of motorcycle racing films. Las Vegas Convention Center. 8 p.m. Paradise Rd. and Convention Center Dr. Sept. 30.

Oct. 1, 8 a.m.
MOTORCYCLE INSPECTION AND SAFETY CLINIC–Las Vegas Jr. Chamber of Commerce. Convention Center Parking Lot.

OCT. 1, 2 p.m.
MOTORCYCLE RIDE–Ride to Day Dream Ranch, 2465 E. Warm Springs Rd. Swimming, Dancing (live music), Ranch Dinner, Night Hay Ride, free camping facilities. Entry––$2.50 for adults, $1.75 for children.

OCT. 2, 8:30 a.m.
POKER RUN–Las Vegas Motorcycle Dealers Association. Trophies, merchandise prizes. Pick up first card at any M.C. shop. Ride ends at Sunrise Raceway. Entry––$1.00.

OCT. 2, 11:30 a.m.
TT SCRAMBLES–Silver City M.C. Sunrise Raceway after the Poker Run. Three entries make a class. AMA sanctioned. Class C traction recommended. Powder Puff Race.

SATURDAY, OCT. 1st

TTSTEEPLECHASE–regular first-Saturday-of-month TT Racing. Ascot Park, Gardena, Calif.

Safety Film "Invisible Circle" by American Honda, Long Beach Police Dept. and National Safety Council Fun & good riding. On Channel 13, on Saturday, at 7:30–8:00 pm. Beautiful scenery, narrated by Peter Brown, TV star of "Laredo".

CLASS C ½ MILE FLAT TRACK-Altamont Speedway 8 miles west of Tracy on Highway 50. P.O. Box 1042 Livermore, Calif. 94550. Phone (415) 443–2710.

SHORT TRACK – by Atascadero Ramblers M.C., Inc., at Atascadero Speedway. 250cc and under, signup 5pm to 7pm, race at 8pm. Must have three clear number plates! AMA & Dist. 36A Rules enforced! Benefit for Atascadero Youth Baseball.

SAT. & SUN. OCT 1–2nd.

NORTHWESTERN CHAMPIONSHIP TT - $3,400 purse. Post entries close Sept 17th. at Champion Speedway, at Brisbane, Calif. (across from Candlestick Park). Amateurs qualify Sat. only, noon to 2:30, Experts qualify Sun. Only, Oct 1st, time trials, practice and Novice Events. Oct. 2nd, practice and 100-lap TT. Gates open 8 am, practice at 9:_ ,racing at 2 pm.

SUNDAY, OCTOBER 2nd.

Class A SHORT TRACK – at Madera Fairgrounds, off Hiway 99 No. of Madera, Calif. AMA sanct., $600. purse. Race at 2:00 pm.

SCRAMBLES–San Francisco M.C. at Uvas Dam.

SCRAMBLES–Mari[illegible] M.C. at Novato. CANCELLED

NORTHWEST CHAMPIONSHIP SCRAMBLES – by Seattle M.C. at Jolly Rogers M.C. Grounds. 2810 S. 142nd St., Seattle, Wash. Phone CH 2-0413 for information.

HARE SCRAMBLES – two 16-mile loops starting at 10 am sharp at Ponderosa Inn, 15 Mi. E. of Lancaster, Calif. on Ave. "J". No AMA or Dist. #37 cards needed. Pie-plate numbers O.K. Overnight campers welcome. Picnic tables, BBQ pits, country bkfst., beer, soft drinks, sandwiches at stand. New competition trail bike class added with separate start ahead of Novice trail bikes. Three ft. trophy.

FIELD MEET - 2nd Annual event by Playboys M.C. of Long Beach. All small bikes welcome. Entry fee $1.25 per rider, $1.00 per passenger. RRC point run, AMA sanctioned. Sign-up from 7:30 to 9:00 a.m. and start at Harley-Davidson of Long Beach, 3654 N. Long Bch Blvd. Long Beach, Calif.

SCRAMBLES–by Atascadero Ramblers M.C., Inc., at Atascadero Speedway. All classes will run. Signup 9am til 12 Noon. First race at 1pm, after riders parade. 350cc and over, Sweepstake trophy. Also trophy for best appearing competition rider and machine, and road riders club man mile and best dressed rider and machine.

POKER RUN – by Delta Falcons M.C. of Oakley, Calif. Signup at 9-11am at Billy's Drive-Inn, at Oakley. New number-draw trophy and V.C. points. Trophies for 1st, 2nd, 3rd and lowball as well as man miles. AMA sanct. 80 miles, no freeway, so any size bike O.K.

SHORT TRACK CHAMPIONSHIP–Orange County season closer, ACA sanctioned at Orange County Speedway (off San Diego Freeway near El Toro). Pit Gate opens 11a.m., Practice Noon. First race 1 p.m. Free parking. $1.25 admission.

CACTUS DERBY NATIONAL CHAMPIONSHIP ENDURO–Riverside Bombers M.C. AMA sanctioned. Will run–rain, shine or heat. Start and finish 8 miles south of Barstow. Take central Barstow off-ramp – no lime to start. First rider leaves 7.01 a.m. LEGAL EQUIPMENT REQUESTED, water proofing might be necessary. Classes–0-250cc (A&B), 251cc & up (A&B), 100cc class 100 miles long, under and over 16 years, sidecars (6 entries make a class). Entries close Sept. 18, 1966. Riding numbers by drawing. Mail entry $5.00, Post entry $7.50. Address entries to: Gene Lindley, P.O. Box 1002, Cherry Valley, Calif. 92223. Any standard entry blank accepted.

AFM NATIONAL POINT ROAD RACE - Cotati Raceway by San Francisco Chapter of AFM. Last Northern California Point race. All classes plus production, racing begins at noon. Sign up from 8 to 10 a.m. All riders must be members of AFM ($2.00) Entrants traveling more than 200 miles - free entry. For information contact H. Finger, 637 Gough St. San Francisco. Tel: (415) 567–3389 after 6:00 p.m.

SPORTSMAN HILLCLIMB - Eastside M.C. (Northern Calif.) AMA sanctioned, 250cc and up. Practice at 9:00 a.m., start at 12 noon. Hall Ranch at Uvas Dam, Calif.

WEDNESDAY, OCT. 5th.

ACA SHORT TRACK - Orange Cty Speedway. Pit gate opens 6:00 p.m., racing starts 8:00 p.m. 50, 100 and 250cc classes. Located off the San Diego Fwy south of Tustin across from El Toro Air Station, Calif.

THURSDAY, OCT. 6th.

ACA SHORT TRACK – South Gate Speedway. Pit gates open 6:00 pm racing starts 8:00 pm. 50, 100 & 250cc professional Class A events. Located 1 block south of Firestone and 1 block west of Garfield.

FRIDAY, OCT. 7th

CLASS C ½ MILE FLAT RACE – weekly event at Ascot Park, 183rd st. and Vermont, Gardena, Calif.

CLASS C TT STEEPLECHASE – Hayward Speedway, Hayward, Cal.

INDOOR SPORTSMAN SHORT TRACK – Everett M.C. at Gold Creek Park, Southeast of Woodinville, Wash., on Redmond Rd. Every Saturday night through March except Dec. 24 & 31. Everett M.C., 726 112th St. S.W. Everett, Wash. 98202.

SATURDAY, OCTOBER 8th

INTERNATIONAL TT-SCRAMBLES - 7th Annual Ensenada Grand Prix at Ensenada, Baja Calif. Promoted by Mexico Dept. of Tourism and Ensenada M.C. Races begin Saturday am, from 100cc thru 350cc on Saturday, plus Powder Puff (maximum 100cc). Current sportsman card required for Novice.

POKER RUN - 60 miles of delightful pavement from the California border to Ensenada, Baja Calif. First check and signup at Mexico side of International Border at Tijuana, B. C. Entry fee $2. Pick up three more cards en route, fifth card at finish in Ensenada. Trophies for highest poker hands and loball. Distinctive pin for all entries. After parade through town on Sunday, trophies will be awarded. All poker run entries will be admitted to the Ensenada Grand Prix Motorcycle Races free. Sponsored by Mexico Dept. of Tourism, Ensenada M.C. and Cycle News. Officials: The Ace of Clubs M.C. of Southern California.
Send $2.00, name address and age to: Ensenada Pre-entry P.O. Box 498, % Cycle News, Long Beach, Calif.

CLASS C 1 MILE FLAT TRACK–Altamont Speedway, 17001 Midway Rd., Livermore, Calif. 94550.

TT STEEPLECHASE – Monthly class C event at Ascot Park, 183rd st. and Vermont, Gardena, Calif. Practice at 6:00 p.m., racing at 8:00 p.m.

NITE TOURIST TROPHY RACE-AMA sanctioned Class "C" TT. Practice and time trials at 6:00 pm, racing at 8 pm. At Hayward Speedway, Hayward, California.

BENEFIT DANCE–for injured riders Rick Vetter and Joe Schmidt at the Richmond Ramblers Clubhouse at Pt. Richmond, Calif. Prizes include '66 Yamaha, Bell helmet & case, Bates solo seat, two $25 orders, $20. cash and a car carrier. Donations $1.00 (need not be present to win.)

SUNDAY, OCT. 9th.

POKER RUN–Golden Bears M.C. at Manteca.

SCRAMBLES–Richmond Ramblers M.C. at Richmond.

CLASS C TT STEEPLECHASE – Altamont Speedway, P.O. Box 1042, Livermore, Calif. 94550.

8-HOUR ENDURO SCRAMBLES – by Raven's M.C., for info. contact Raven's, P.O. Box 2231, Renton, Washington.

SCRAMBLES – by Shelton Trail Blazers M.C. at Shelton. For info. P.O. Box 531, Shelton, Wash.

TT SCRAMBLES–Hi-Boots M.C. at Dehesa Track near El Cajon, Calif. Practice 10:00 am, Race at Noon.

WILBUR CEDAR COMMEMORATIVE SHOP HOP & TROUT FRY-limed from Cabazon, on Hiway 60 a total distance of 50 miles East of Riverside, Calif. Tickets at Skip Fordyce store in Riverside $1.50 'till closing date Oct 2nd, Post entries, $2.00. Motorcycles must be ridden to the event. Door prizes. Trout fry will all the trimmings.

SCRAMBLES – by Los Gatos M.C. for Men only, no womens class. You must have folding foot pegs and three number plates and all AMA safety regulations. AMA sanctioned. Signup opens 8:30 am, and closes 11:00 am. Practice 9 to 11 am. Class "C" tires. Refreshments and lots of good trophies. Held at Fremont Drag Strip just off Durham Road, Fremont, Calif.

TT SCRAMBLES - by Taft M.C. at Taft. AMA sanct. Practice 9 am, Signup closes 10:30, race at 11 am. Man mile trophy and others given at race. Food & refreshments available. 1/4 mile West of Maricopa. Dist. 36A Rules.

ENSENADA GRAND PRIX - International TT-Scrambles brings on the big bores with classes for 500cc through Open. Fifth race of the day will be 3-lap sweepstakes for all class winners (1st & 2nd place). If two or more sidehacks enter, they will be the first race on Sunday.

TT SCRAMBLES–by Perris Valley M.C. and American Legion Post #595 at Perris, Calif. Trophies from last race awarded. No engines before 8am. All Ltwt. 9-12:00, Hvywt, Am. & Exp. 12-2pm., All Nov. EXCEPT 250, 2pm 'til ? Reg. # plates req. no subs. 6 entries make a class. Point run. Nov., Am. & Exp. cards must be shown.

MONDAY, OCTOBER 10th.

DIST. #36 REFEREE'S MEETING–to be held at the Hayward M.C. Clubrooms, 3792 Depot Rd., Hayward, Calif. 8pm. New 1967 Rule Book will be finalized at this meeting! Bring your suggestions. Attend!

WEDNESDAY, OCT. 12th.

ACA SHORT TRACK – Orange County Speedway. Pit gate opens 6:00 p.m., racing starts 8:00 p.m. 50, 100 & 250cc classes. Located off the San Diego Fwy. south of Tustin, across from El Toro Air Station.

THURSDAY, OCT. 13th.

ACA SHORT TRACK – South Gate Speedway. Pit gates open 6:00 pm., racing starts 8:00 p.m. 50, 100 & 250cc professional events. Located 1 block south of Firestone and 1 block west of Garfield.

FRIDAY, OCT. 14th.

CLASS C ½ MILE FLAT TRACK – Weekly event at Ascot Park, 183rd St. and Vermont, Gardena, Calif.

SATURDAY, OCTOBER 15th

NITE TOURIST TROPHY RACE-AMA sanctioned Class "C" TT. Practice and time trials at 6:00 pm, racing at 8 pm. At Hayward Speedway, Hayward, California.

CLASS C TT–Hayward Speedway. Practice at 6:00 p.m., racing at 8:00 p.m. Hayward, Calif.

CLASS C ½ MILE FLAT TRACK – Altamont Speedway, P.O. Box 1042, Livermore, Calif.

SUNDAY, OCTOBER 16th

TT SCRAMBLES–by Hayward M.C. at Hayward, California.

POKER RUN–by Masterlinks M.C. at Hanford, California.

SCRAMBLES–by Sprockets M.C. at Bakersfield, California.

ACA SHORT TRACK – at Ventura Fairgrounds. Pit gates open at 9am. practice at 12 Noon, First race at 1pm.

SPORTSMAN SCRAMBLES – by Fort Sutter M.C., AMA sanct. at Helvetia Park, Sacramento, Calif. (6 mi. W. of Sacto on Hiway #16) Signup 9-11am, race at Noon. Rain or shine.

STATE CHAMPIONSHIP HARE SCRAMBLES – by Buzzards M.C. limed from Kramer Junction "Four Corners". Start at 10am rain or shine. Point Run. Entry $4.00. Lots of trophies.

POKER RUN - by California Eagle's M.C. Scenic tour of less than 100 miles, No freeway riding - any size invited. Start 8-9:30 am. Norm Reeves 15745 Lakewood Blvd. Dress competition by R.R.C rules, family games, special award for outriders.

WEDNESDAY, OCT. 19th.

ACA SHORT TRACK – Orange County Speedway. Pit gate opens 6:00 p.m., racing starts 8:00 p.m. 50, 100 & 250cc classes. Located off the San Diego Fwy. south of Tustin across from El Toro Air Station.

THURSDAY, OCT. 20th.

ACA SHORT TRACK – South Gate Speedway. Pit gates open 6:00 pm, racing starts 8:00 p.m. 50, 100 & 250cc professional events. Located 1 block south of Firestone and 1 block west of Garfield.

FRIDAY, OCT. 21st.

CLASS C ½ MILE FLAT TRACK – Weekly event at Ascot Park, 183rd St. and Vermont, Gardena, Calif.

SATURDAY, OCTOBER 22nd

NITE TOURIST TROPHY RACE-AMA sanctioned Class "C" TT. Practice and time trials at 6:00 pm, racing at 8 pm. At Hayward Speedway, Hayward, California.

NITE TOURIST TROPHY RACE-AMA sanctioned Class "C" TT. Practice and time trials at 6:00 pm, racing at 8 pm, At Hayward Speedway, Hayward, California.

CLASS C ½ MILE FLAT TRACK – Altamont Speedway, P.O. Box 1042, Livermore, Calif.

SUNDAY, OCTOBER 23rd

SCRAMBLES – by Golden Bears M.C. at Manteca, California.

SCRAMBLES-by South County M.C. at Uvas Dam, California.

FALL TIRE CLIMB–by Blue Barons M.C. For information, write 3312 Forth Plain Road, Vancouver, Washington.

ROAD ENDURO – by Washington '99" M.C. For info., write: P.O. Box 623, Seattle, Washington.

PACIFIC-SOUTHWEST CHAMPIONSHIP HARE SCRAMBLES – by Spoke Benders M.C. Limed from Stoddard Wells, Bell Mountain Road. Five miles North of Victorville, Calif., on Hiway #66. Separate trail bike course. Trophies. Starts 10 am, fee $4.25.

SPORTSMAN HILL CLIMB – by Bakersfield Reveliers M.C. at Outlaw Canyon between Hart Memorial Park and Lake Ming on the Alfred Harrell Hiway, ten miles N.E. of Bakersfield. AMA sanctioned. Practice 8-10am, Ltwt. 10am. Hvywt. Noon. All classes, 90cc and up. Skydiving at lunchbreak.

WEDNESDAY, OCT. 26th.

ACA SHORT TRACK – Orange County Speedway. Pit gate opens 6:00 p.m., racing starts 8:00 p.m. 50, 100 & 250cc classes. Located off the San Diego Fwy. south of Tustin, across from El Toro Air Station.

THURSDAY, OCT. 27th.

ACA SHORT TRACK – South Gate Speedway. Pit gate opens 6:00 pm, racing starts 8:00 p.m. 50, 100 & 250cc professional Class A events. Located 1 block south of Firestone and 1 block west of Garfield.

FRIDAY, OCT. 28th.

CLASS C FLAT TRACK – Ascot Park. Weekly ½ mile show at 183rd St. and Vermont, Gardena, Calif. Practice at 6:00 p.m., racing at 8:15 p.m.

SATURDAY, OCT. 29th.

CLASS C TT–Hayward Speedway. Practice at 6:00 p.m., racing at 8:00 p.m. Hayward, Calif.

CLASS C ½ MILE FLAT TRACK–Altamont Speedway, P.O. Box 1042, Livermore, Calif.

HOPETOWN MOTO CROSS $2,000 CASH PURSE–Entries closed for 8th Annual Dirt Diggers Hopetown Moto Cross. Entry fee: $7.00 until this date. Post entry fee: $100.00 Lightweights will be Nov. 19, Big Bore Nov. 20. P.O. Box 2513, Culver City, Calif.

OCTOBER 29th & 30th.

12th ANNUAL DEATH VALLEY MOTORCYCLE TOUR–By Motorcycle Tours, Inc. AMA sanct. Biggest tour of them all! 5000 riders from every state & country. 100 custom trophies. Entertainment, parade of antique cycles, McLaglen Drill Team performs, continuous movies, gifts for every official entry. Get official entry blanks at your motorcycle dealer. Only official mail entries fully completed and signed properly, received before Saturday, October 15, will be accepted.

SUNDAY, OCTOBER 30th

BOYS CLUB BENEFIT RUN – by Tacoma Yellow Jackets M.C. For info. write: 1918 S. G St., Tacoma, Washington.

TT SCRAMBLES–Hi-Boots M.C. at Dehesa Track near El Cajon, Calif. Practice 10 am, Racing at Noon.

SCRAMBLES – North Bay M.C. at Santa Rosa, California.

SPORTSMAN HILL CLIMB–by 1st Reveliers at Bakersfield, Calif.

SUNDAY, NOVEMBER 6th

GRAND PRIX ROAD RACE - 3rd annual ACA U.S.G.P. at Willow Springs Raceway. Professional event, $1,000 guar. or 40% of gate. Classes: 50, 100, 125, 175, 250, 350, 500, Open & Sidecar. Trophies in all prod. classes. Inq. Box 247, Fullerton, Calif. or phone (714) 847-7629. Post entries after Oct. 31, $25.00.

SUNDAY, NOV. 6th.

100-MILE HARE AND HOUND–by Cascade M.C. of Bend, Ore. Rugged cross-country event getting more popular every year. Starts 9am. Pick up markers at intersection of Hiways #97 and #20...(3rd & Greenwood in Bend). Entry fee $2.00. Rain or shine.

GET ALL THE FUN OUT OF YOUR MOTORCYCLE INVESTMENT –– GO FOR A RIDE SOMEWHERE, PARTICIPATE IN A TOUR, ATTEND A COMPETITION EVENT LISTED HERE.

Guest Editorial

WEAR A HELMET AND BE IMMORTAL

By R. O. Fee

This is the implication of at least one California newspaper as it crusades for a mandatory helmet law. There are probably other area newspapers whose editors feel the same, but the San Gabriel Valley Tribune has bent every effort to cause the legislature to clamp a helmet on your head and **make** you wear it, regardless of your personal choice in the matter. So deeply do the Tribune's editors feel about this policy that their front page news has started to reflect their editorial page comments.

The Tribune faithfully reports and rehashes every San Gabriel Valley accident involving a helmetless motorcyclist. In their zeal to illustrate their point, they quite frequently fail to mention that the **primary cause of these collisions are automobiles**; usually making an illegal left hand turn into or in front of the cycle victim. All too often the drivers of the offending auto are not even cited for the illegal turn, much less charged with manslaughter for the death they caused.

Don't condemn the Tribune for their motives are noble. The editors are concerned over the number of people who are being killed and injured on motorcycles, especially the lightweights. Unfortunately their approach is short sighted and unrealistic.

The use of a safety helmet will not cut the accident ratio one iota! The use of a helmet does not contribute one tittle to the control of a motorcycle! A helmet on a rider's head does not in itself increase that rider's attention to the road one jot!

On the other hand, a helmet is certainly not useless. Whether he chooses to wear one or not, any motorcyclist with an I.Q. above the moron level knows that once a collision or upset occurs, a helmet is very good insurance against head injuries. I personally think anyone who would choose to ride a motorcycle without a helmet is a simple fool. But I would be last to deny him the right to make such a choice. However, the editors at the Tribune along with many others, feel otherwise and if they have their way, the law will decree that you will wear a helmet — whether you like it or not. This crass encroachment is excused with the concept, "if just one life is saved, it is worth it."

Mandatory Helmets for Car Drivers?

The Tribune recently ran a photo of an auto collision captioned "...driver suffers severe head injuries". Now we know that helmets are of value in auto collisions. Almost every police department has adopted their use in autos. I wonder if the editors of the Tribune are ready to accept a law requiring them to bear the expense and inconvenience of using helmets in their autos? Remember —**"if just one life is saved, it's worth it."** Any law requiring helmets for motorcyclists **only** would be rank discrimination and class legislation. And would that be all?

The Los Angeles Times has already mentioned how boots and protective clothing covering the entire body can reduce motorcycle injuries. Leather jackets and pants are great in January—but in August too? Just last year a bill was introduced in New York to require seat belts on motorcycles! That bit of stupidity failed, but the door opened by a mandatory helmet law stays open for a mandatory clothing law.

There are other remedies that can be applied to reduce the death and injuries connected with motorcycles that will not infringe on your right of choice on matters that are solely your concern. More on these later. In the meantime, rest assured that a mandatory helmet bill will be submitted to the next California Legislature. Now is not too soon to start letting your representatives know how you feel. Spend 8¢ for 2 postcards and send them to your reps. Simply state that you want the choice of wearing a safety helmet left to you, the only one it protects. If you don't know the address of your reps, a phone call to your library or newspaper will get you that information.

Naturally the easiest course to take is to let someone else do it. If this is your choice, you can kiss another right to choose good-bye.

Next Week Part II

VOICE of CALIFORNIA

First International Moto Cross Championship Point Race for U.S. at Stake in Dirtdigger-AMA Fuss

First, to set the record straight and to eliminate 50% of our recent phone calls..the Dirtdiggers Grand Prix at Simi Ranch (formerly known as Corriganville) is OPEN TO ALL RIDERS..it is not necessary to belong to the AMA, ACA, FIM, SCRAM, COMP, or any other association. However, you must have access to a competition machine, prove you are competent to ride it in the class you enter, and have "guts" enough to race. Professional entries must be licensed by a recognized body for reasons of rider safety.

Insofar as AMA suspension of participants, unfortunately we only have a verbal statement from AMA, made at the September Sports Committee Meeting that AMA members will not be punished for riding non-AMA sanctioned events in California. In warning, we feel you "pro" riders should know that you may possibly be suspended in other states that don't protect the individual's freedom of choice. This is going to be up to the individual rider and the often obscure AMA Rule Book.

Some riders have asked why we refused the AMA offer of their sanction, both pro and sporting, for our G.P...Prior to our expulsion from the AMA, we asked to be allowed to run a pro class in conjunction with our sportsmen event...an AMA official at a District 37 Meeting told us this was not allowed. After the recent trip out here by an AMA executive, we had a phone call from Ohio, offering the dual sanction we had previously been refused, and we feel this fresh contradiction of their own rule came too late...again. After the firm notification of our dis-affiliation we had arranged for an International FIM Sanction, and had contacted some European riders for their entries (the AMA doesn't believe in this exchange of riders, it seems).

Our event is now a point event for the International Championship Moto Cross title...the first in the United States, and we refused to give up this to satisfy the AMA ultimatum. If we are wrong, we are very, very wrong. If we are right, this opens the door to true international events in the U.S.A. and promotes motorcycling a step further up.

We now propose that the clubs and Dist. 37 as a whole retain the $10,000 minimum we send to Ohio each year, in dues alone, and utilize this money to lease or buy land for motorcycle activity in Southern California. If such land were obtained, clubs could rent the track from the District, and the rent could go for track improvements (toilets, concession stand, etc.) thereby maintaining its own upkeep, and guaranteeing a place to race in coming years. As riders, we must cooperate to help ourselves as no one else will.

We have no master plan, as such, but we are trying...more than can be said for an Eastern organization. **"Put your best wheel sideways"** and we'll see at least *234 of you riders again on Nov. 19 & 20 at our Eighth Annual Grand Prix at Simi Ranch.

*(entries as of 9/23/66)

DIRTDIGGERS M.C.
DON KAMP
Public Relations Officer

Heroine Jan

Noted at the Duster's Hare Scrambles of 9-18-66. A tip of the hat goes to a great gal rider, "Desert Daisy" Jan Ditson. On the first lap, Jan stopped and returned to the start to bring help back to a injured rider. She then continued and finished the run.

In my opinion she gave up a trophy. This gal always comes in good, look at the past results.

WES ANDERSON Sr.
#208 Trail Bike
Los Angeles

You're right, Wes...maybe she gave up a trophy — but she surely won more... anyway you look at it! Ed.

You're Welcome

We appreciate the wonderful write up Cycle News gave our clubs' first Poker Run — August 14, 1966.

Our next club meeting is September 17, 1966 and every other Saturday night following at 7:30 p.m.

Secretary, DICK SLOCUM
Married Wheels M.C.
Ontario

He'll Keep Pulling

I am writing this letter in reference to your article "MANTRAPS MUST BE OUTLAWED".

When I read the article in the Sun Telegram I was definitely upset and now after reading your article I am deeply moved.

I have traveled this road many times and I know how hard it would be to see anything like a chain stretched across the road.

We are a member of the Inland Motorcycle Dealers Association of San Bernardino. Right now we are negotiating about a piece of property that will be used by motorcyclists only. This is something we have wanted to do for some time now and finally it is beginning to materialize.

I realize how you must feel about this incident or you would not have made a closing statement like you did.

And so sir, we will keep pulling from this end for a controlled riding area where there are no chains, spikes, cables or signs to keep the riders from trespassing. Keep up the good work!

LARRY W. KLINE
San Bernardino

Old Salt Turns to Sand

Enclosed you will find photo of Bruce Cornell, a San Diego-based Underwater Demolition Team man who, while on vacation in Michigan, decided to give the annual Jack Pine sand a bit of a go. Not too many words need to be said judging from the quite obvious smile and the very handsome trophy for bringing home to California the light

heavyweight honors. Bruce is a local San Diego District competitor, and we believe he deserves a little bit of recognition for what we consider a job well done. His first "big" win, and we feel that winning this particular class in that event will remain his big thrill for some time to come.

EARL E. ROLOFF
Guy Urquhart
Sales and Service
San Diego

"LETTER TO THE EDITOR"

This letter is in response to Cycle New's article titled "What's in a Name" — 15 September issue — Page 5 by C.C. Clayton.

Cycle News was asked by Gene Carter to acknowledge the donation of a red cross flag and poles by the Santa Barbarians primarily because we are a new group and wanted the District to know that we exist and support the sport. We don't feel it was ethical or necessary for the Cycle News editor to add his opinion about our choice of name for our club. Our reasons are as follows: There is nothing lewd or indecent about the terminology of Barbarian in Webster's Dictionary. If the terminology were taken literally it would mean only that we were uneducated and lacked culture. Other clubs have chosen to link their names with the counties or cities in which they live. The term Santa Barbarian has long been associated with Santa Barbara by its residents. The only way that "Santa Barbarian" could — quote — "put the wrong image in the public's mind" — unquote — would be through the public's own ignorance. It distresses us that Cycle News would ridicule and belittle one of their own Southern California Motorcycle Clubs without a full scale investigation enabling them to arrive at conclusions objectively — not on the basis of name only. It would seem that they have appointed themselves judge and jury on any name an individual club may give themselves and used the power of the press to plant their own opinions in the public's mind. The public would be far less likely to get the wrong impression were it not for Cycle News giving (in our judgment) their own ignorant opinions.

THE SANTA BARBARIANS
Santa Barbara

EDITOR—See, you're already on the defensive about the reputation of your club. The original Barbarians were the ones who destroyed and pillaged Greece and Rome, as anyone with a smattering of education or culture knows. Wouldn't "Santa Barbarans M.C." be a better name, all things considered?

Reach for Your Checkbooks!

I am writing to see if readers of Cycle News can help out British rider, Roy Peplow, a competition rider presently in this country as a guest of Bud Ekins. He is here on a twenty-one-day charter flight. Not being aware of the forthcoming Grand Prix at Simi Ranch in mid-November, Roy did not plan on participating. Now, Roy is very keen on competing with local riders at this International Moto Cross, if some financial aid could be given to enable him to pay his way home on another flight. His original fare is non-refundable or transferrable from the planned departure date.

I feel this is a golden opportunity to watch a member of the Triumph English works team compete against our local shoes...we've often wondered who could beat who, on an international level, now we could see it in person. Bud will arrange a machine for Peplow, if we, the motorcycle enthusiasts can help prolong his stay. If Cycle News would accept the donations, possibly enough contributions ($300.00) could be collected to bring this about. How about it Cycle News and racing fans?

The Dirtdiggers have been contacted, and prior to their general meeting have already decided to waive the $7.00 entry fee for Roy, as a small start towards this campaign, if further details are needed, please contact Bud Ekins, or, if Cycle News is willing, send your buck or two, to the paper.

Let's show a member of the British Trophy Team how this California hospitality really works. Thank you for the space.

RED MOUNTAIN RALPH
Don Kamp

EDITOR—Okay, Cycle News volunteers to keep track of the contributions and starts the ball rolling with $10. If any reader (or club or business) wishes to contribute a shilling or two so that Roy Peplow can make the show, send it to Cycle News, c/o Roy Peplow Fund, Box 498, Long Beach, Calif. Be sure to include your name and address.

Voices

Keep up your great reporting on desert riding. I would also like to see better coverage from the Pacific Northwest.

KEN HABECK
Seattle, Washington

Thanks to Bob Ebeling, we now have information on drag racing results. It has been quite a problem, in the past, knowing about the special drag racing events down South. Drag racing is very popular in Northern California and we have a lot of fast bikes. Let me take this opportunity to thank both Cycle News and Bob Ebeling. By-the-way, Cycle News is not for sale in cycle shops in Northern California... I'm sure it would sell big.

DICK HOWELL
Sacramento, California

We have always needed something like Cycle News here in California. If anyone has something to say... let him tell it to all of us, by putting it in print. If anybody has something to say, let him write you guys (Cycle News) a letter, then fifty other loud-mouths can knock him.

"Box Boy"

I think since you have taken over the paper has improved immensely. As a scrambles rider and an Ascot boy I find the paper very interesting and look forward to it every week.

JIM MANDEVILLE
Pres., Ventura County
Twin Wheelers M.C.

Most of the up-to-date news about National Riders comes first in Cycle News, also the news I'm most interested in...I get in Cycle News. The only way I can see to improve a very good paper, is just to give me twice as much.

Thank you,

JOHN DIVINE
Wabash, Indiana

Next Week in Cycle News----

Hi-Jinx Road Run --- Dusters in the Desert --- Tulare --- Vallejo --- South Gate TT--- Willow Springs

By Chuck Clayton

THIS ISSUE OUR FIRST ANNIVERSARY

Whew! One year down and a hundred to go. This 50th issue of Cycle News under the banner of C&S Publishing Co. marks the end of our novice period. Next week begins the equivalent of our "amateur" stage of development, and if we score enough points with the readers, perhaps eventually Cycle News will rank among the Expert publications of the world.

Somewhere around the 25th time around this fascinating course we began to discover that weekly newspapers are the coming thing. For a long time newspapers were considered old fashioned, like railroads. One by one (and in the case of Los Angeles two by two) the big city dailies folded. Meanwhile, small weekly newspapers were being created to serve the interests that the stodgy dailies failed to appreciate. Cycle News really began in 1958 when Frank Stone and Charlie Schott launched their "Scrambler News". The name was later changed to "Motorcycling News" and "Motorcycle Journal" as the paper went through a variety of hands. At this time last year, the old Journal was purchased by Chuck and Sharon Clayton for $3,000 and they immediately launched a contest to select a new name. Most everybody called it "Cycle News" anyway, so that was the name chosen.

As promised, the Claytons broadened the paper's scope to include diverse news and opinions. Readers and advertisers responded and the paper quadrupled in size.

News less than a week old, National results the same week they are run, directories, services, coming events, features and original reporting have made Cycle News valuable to the motorcycle world. C&S Publishing feels indebted to the enthusiasts who have made Cycle News the healthy newspaper that it is today. Our gratitude will be shown in the coming years by further growth and improvement in the newspaper itself and by profound consciousness of our role as the communication leaders of the sport and industry.

There will always be a little space in Cycle News for anything of benefit to motorcycling, no matter how controversial it may seem at the time. If we occasionally crash for trying to go too fast, we hope you'll forgive our embarrassment, because we believe you don't make Expert without falling down.

It has been general knowledge throughout the motorcycle industry during the past few weeks that a financial change was in the offing for the famed Norton-Matchless works of Associated Motor Cycles in England. The following reprint appeared in the British newspaper "The Guardian", dateline September 14, 1966:

M-Norton CONTINUES

"The motorcycle side of Associated Motor Cycles, the company whose quotation was suspended by the Stock Exchange following its financial difficulties, has been sold to Villiers Engineering, the Wolverhampton subsidiary of Manganess Bronze Holdings.

"This deal will ensure the manufacture and distribution and export of Associated's machines; which include the Norton, Matchless, AJS, and James range.

"Although the company has been in difficulties, there has been a growing demand for the machines, especially from America. Recently, Mr. Joseph Berliner, President of the Berliner Motor Corporation, offered to take all the machines that the company could produce. At one stage he said he was prepared to put in up to $1,500,000.00 of his company's money to ensure continued production of the motorcycles."

CLUB DIRECTORY

Listing in this department is free, contributed as a service to CYCLE NEWS readers and California motorcycle clubs. As a result we have to rely on the motorcycling public to advise us when listings are erroneous or out of date. If you discover a discrepancy in this department, please write or call us to set it right.

AMERICAN CYCLE ASSOCIATION, for all riders in speedway, moto-cross and road racing as well as enthusiasts. If you would like to compete or be associated with racing in the capacity of course personnel, contact the A.C.A. office, P.O. Box 247, Fullerton, Calif. or call (714) 847-7629.

AMERICAN FEDERATION OF MOTORCYCLISTS (AFM) Meets in Los Angeles. "A democratically organized group of competition riders and race workers located throughout the state of California. Write: P.O. Box 8352, Universal City, California, 91608. Attn: Tom Finley, President, L.A. Chapter.

AMERICAN MOTORCYCLE ASSOCIATION, National sanctioning body. 5030 North High Street, Columbus, Ohio (P.O. Box 1049).

ANTELOPE RAMBLER'S M.C. of Palmdale, Calif. AMA sanc. Meets at Jack's Body Shop, 9010½ Sepulveda Blvd., every 2nd and 4th Tuesday at 8 p.m. Post-meeting refreshments. Mail address: P.O. Box 645, Palmdale. Calif. Ph. 947-2434 or 947-4633.

BARSTOW M.C. of Barstow, Calif. AMA sanct. Meets 2nd & 4th Thurs. ea. mo. at new address. Barstow Police Dept. Auditorium at 225 E. Mountain View. New mail address: P.O. Box 821, Barstow, California.

BLUE BARONS M.C. 1315 South 41st Street, Tacoma, Washington.

CALIF. EAGLES M.C. AMA chartered member of RRC. Meets 2nd & 4th Thurs. at 6524 Lemon Ave., Long Beach. Mr. Ivan Gay, GA 3-2058.

CALIFORNIA GOPHERS MC of Prado Park. AMA Sanct. Address P. O. Box 2575, Bell Gardens, Calif. Meets 2nd — 4th Tues. of each month at Jack Rabbits Club House, 9143 E. Compton Blvd., Bellflower at 8:30.

CALIFORNIA RAINBOWS Road Club, AMA Sanctioned. Address 14561 Revere Dr., Westminster. 897-3309.

CHECKERS MC, 1710 Magnolia Blvd., Burbank. Enquire at Smithy's anytime. "A chance to mingle with the best." Wed. nite, 8:00 p.m.

COLORAMAS M.C. meet 1st Sat. of month at 8 p.m. Contact Frank Gerwat, 14263 Hoyt St., Arleta, Calif. 899-8329.

CYCLE CLUB OF 1ST BAPTIST CHURCH of Van Nuys. Meets every Thursday at 7:30 p.m. and Sat. at 1:00 p.m. Shop and maintenance facilities. Address c/o Richard Cohen, First Baptist Church, 14800 Sherman Way, Van Nuys.

DIRT DIGGERS M.C. — Competition club. A.C.A. sanctioned (AMA pending) meets at 1615 Lincoln Blvd., West Los Angeles. Phone 392-1258. Sponsors of Hopetown Gran Priz.

DIRT DIGGERS NORTH 1903 T Street, Merced, Calif. 95340. Phone 722-3477.

DUSTERS M.C. of Wilmington. AMA sanctioned. Meet Monday nights 8:00 at 23015 Catskill, Wilmington, Calif.

DYNA-MITES MC of El Monte, Calif. AMA sanc. Meets at 12359 Felipe, El Monte every Tuesday at 8:30 p.m. Mail address: 12359 Felipe, El Monte, Calif. Phone: GI 8-3567.

FAR WEST MC Meets every Friday, 9:00 p.m. at Eagles Club, 1317 Calif. St., Eureka, Calif.

FOUR ACES MC invite you to our meeting any Thursday night at 8:00 p.m. in the Field House behind the ball diamond North Hollywood Park on Chandler Street. Four Aces MC, 8231 Langdon Ave., Apt. 15, Van Nuys, Calif.

FOOTHILL HAWKS MC. Meets every Tues. at 8:30 p.m. at 116 S. 6th St., Montebello, Calif. For info. call Paul at 699-0298.

GHOST RIDERS of Pomona, Calif., Road Riding Club. Meets 1st and 3rd Friday at 2231 Concord Ave., Pomona. Write E. D. Coleman, address same (714) 623-4676.

GOLDEN STATE M.C. of Pasadena. Road riders rep. H. W. Borden, 5406 N. Maple-tree, Arcadia, Calif. GI 8-9388.

GREYHOUNDS competition club. Scrambles and desert. Meet every other Wed., 8 p.m. at Saber Room, 1829 Empire St., Burbank. Phone 285-4466.

GRIPSTERS M.C. Competition club. P.O. Box 272, Placentia, Calif. Meetings Mon. nights 7:30, Chapman Hall, Placentia.

HAWTHORNE GOPHERS M.C. Competition and scrambles club. AMA charter. Meets 8 pm second Tues of each month at 4751 W. 166th., Lawndale. For info. call (213) 370—7630.

GROUNDSHAKERS M.C. a desert competition club. Las Vegas, Nevada. Meetings now and again, events irregular, no officers, but well organized when it counts. Address: 865 French Circle, Las Vegas.

HI-BOOTS MC. Combined Road and Comp. Club. Nebo Hall on Nebo Drive, La Mesa. Meetings every Tues. 8:00 p.m. Third Tues. every month is club social.

HILLTOPPERS MC INC. of Signal Hill, Calif. AMA Sanc. Meets at 2255 Cerritos, side entrance, Signal Hill. Thurs. at 8 pm.. Post Meeting, refreshments. Mail address P. O. Box 1746, Long Beach, Calif.

JACKRABBIT COMPETITION MC. Meets every Monday at 8:30 p.m. at the Jackrabbit club house, 9143 East Compton Blvd., Bellflower (Just off Lakewood Blvd.)

LIGHTWEIGHTS M.C. AMA sanctioned competition club. Meets every 1st and 3rd Tuesday of each month. Floyd E. Lewis (sec.) 5702 Parapet Street, Long Beach. Phone: HA 9-0405.

LONERS no organization, no meetings, just guys and girls who like to ride cycles in Calif. and read Cycle News. Mailing address Box 498, Long Beach. Watch for the Big Sur Prize Meet Labor Day.

LOS PADRES MC Inc. of Ventura County. AMA sanctioned competition club only. Meets every 1st and 3rd Thurs. of each month. Pres.: Bill Luttrull; Sec'y: Phil Todd. Mail address 697 Vine St., Oak View, Calif. (805) 649-2972.

LUCKY FEW MC AMA sanct. meets 1st & 3rd Tues. at 7:30 p.m. 13406 Lakewood Blvd., Bellflower. Address 13831 Yaak St., Garden Grove. (714) 893-1156.

LUCKY WHEELS MC. Road Riding Club. Meets 8:00 p.m. on first and third Friday of each month, at H-D shop, 1241 W. Holt St., Pomona. Phone 633-5417. AMA & RRC. Pres.: J. M. Jones - 983-2524.

MARRIED WHEELS MC. of ONTARIO. AMA sanctioned. Meets 2nd and 4th Saturday of each month, 7:30 p.m. at 1241 W. Holt Blvd., Ontario. Welcome all married couples.

MONARCH M.C. 901 N. LaBrea, Inglewood, Calif. 671-7609.

MOTORCYCLE RACERS INC. National bargaining agent for Class C professional riders, owners & mechanics. Phones: 678-7621, 372-0536. Write: Box 90221 Airport Station, Los Angeles.

NOMADS COMPETITION CLUB. Meets 2nd and 4th Thursday of each month. Vice President, Claude Mace. Phone 379-3564. 1717 Welacott, Redondo Beach.

NORWALK CENTAURS M.C. 12630 Whittier Blvd., Whittier. Meets 1st Thurs. of month, ride nights on other Thursdays. Open for membership, visitors welcome.

OAKLAND MOTORCYCLE CLUB. Road & Competition club. Meets every Wednesday at 116-36th Street, Oakland, Calif. 8 p.m. Since 1907 devoted to safety and courtesy on the road.

OILERS MC. Competition Club. Meets every Tues. night, 8:00 p.m. at 19062 Mathews Cr. Huntington Beach.

ORANGE COUNTY MC of Orange County, Calif. AMA sanc. Meets at clubhouse, Trask & Newhope, Garden Grove, Calif., every Monday at 8 p.m. Mail address: Trask & Newhope, Garden Grove, Calif.

PACIFIC COAST MC of Southgate. AMA sanct. Meets first Friday of each month, 8:00 p.m. and third Friday at 7:00 p.m. at Southgate Park Recreation Center, Room 2. RRC. Visitors welcome. New members always wanted. Enquire: 5931 La Beck, Bell Gardens. 773-6810 before 3. Captain: Jim Cleghorne, 634-2629.

PACIFIC COASTERS M.C. Road Club. John E. Stoner, Sr. President 474-4372 1418 E. 7th. St., National City or Charles Ray Myers, V.P. 4502 Gila St. San Diego (714) 274—3755.

PASADENA MC of Pasadena, Calif. AMA sanc. Meets at 21 E. Howard, Pasadena, every Monday at 8 p.m. Post-meeting refreshments. Mail address: 21 E. Howard, Pasadena, California.

PERRIS VALLEY MC of Perris, Calif. AMA sanc. Meets at Perris Motorcycle track every 1st & 3rd Fridays at 8:00 p.m. Mail address: P.O. Box 371 or 472 Perris, Calif., Phone 657-3678.

PLAYBOYS OF LONG BEACH MC INC. AMA Sanctioned. Meets every Thursday 8 p.m. at 406 W. 234th St., Wilmington. Ph. TE 5-7803.

PORTERVILLE SPINNERS MC of Porterville, Calif. AMA sanc. Meets at Spinners Clubhouse, 1779 Crystal St., Porterville, Calif. every Tuesday at 8 p.m. Mail address: P. O. Box 1241. Porterville, Calif.

PROSPECTORS MC of Gardena, Calif., AMA sanc. Meets at Thornberg Park, Gardena, Calif. every Tuesday at 8 p.m. Mail address 1651 Market St., Gardena, Calif.

RAMS M.C. AMA sanctioned. Meets 2nd and 4th Thursdays 8 p.m. at the Van Nuys Playground, corner of Van Nuys Blvd. and Van Owen.

ROAD RAMBLERS. Road Riding Club. Meets 1st & 3rd Saturday of each month at 11503 E. 214th St., Lakewood, Calif. Write Jim Collins, 14286 Keese Dr., Whittier, Calif.

ROAD RIDERS M.C. INC. of South San Gabriel. AMA Sanctioned. Meets at 3044 Jackson Street every Tuesday, 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffle board and skill pool at clubhouse.

ROUGH RIDERS MC of Paramount, Calif. AMA sanc. Meets at 8434 Harrison St., Paramount, every Thursday at 8:30 p.m. Mail address: Rough Riders MC, P.O. Box 516, Paramount, Calif. Phone ME 3-4368.

ROYAL RIDERS MC, INC. of S. San Gabriel. AMA sanct. Meets at 3044 N. Jack-St. every Tuesday, 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffle board and skill pool at clubhouse.

SCRAMBLASTERS M.C. of Mint Canyon. A new club looking for members in the Newhall, Saugus Area. Call Irv Steinman (805) 252—0815 for info.

SANDBLASTERS MC of Ridgecrest. Meets every Thursday. Mail address: P. O. Box 5709 China Lake, Calif.

SAN JOSE DONS M.C. AMA sanctioned dirt events. Contact Joseph M. Berridge 343 Jerome Street, San Jose, California.

SALINAS RAMBLERS M.C. AMA sanctioned dirt events. Contact Bob Wayman, 324 North Main Street, Salinas, California.

SAN GABRIEL VALLEY M.C. AMA Sanctioned. Meets every Thurs. 8 p.m. at 5343 Peck Rd., El Monte. Mail address: P.O. Box 813, El Monte, Calif.

SAN PEDRO MC of San Pedro, Calif. AMA sanctioned. Meets at B & M Enterprises, 128 S. Pacific Ave., S. Pedro, every Thurs. 8:00 p.m. Mail Address: 906 Paseo Del Mar, San Pedro, Calif. Phone: TE 3-2661.

SAN RAFAEL M.C. - Meets at Cycle Town, 116 Greenfield Ave. San Anselmo, Calif. Every Thursday at 8:15 pm For further info call (415) 370—7630.

SCRAMBLERS MC of San Fernando Valley, Calif. AMA Sanc. Meets Reseda Park Clubhouse, Reseda, Calif., every Tues. nite 8:30 p.m. Mail address: 7514 Reseda Blvd., Reseda, Calif. Ph. 345-8678.

SIDEHACK ASSN. of Southern Calif. AMA chartered. Meets at The York Club, 7210 So. Western Ave., Los Angeles every 1st & 3rd Monday at 8:30 p.m. Mail address: 10126½ Mountain Ave., Tujunga, Calif.

SIMI VALLEY MC of Simi Valley, Calif. AMA sanc. competition club only. Meets every Tuesday at 8 p.m. Mail address: P.O. Box 127, Simi, Calif. Phone 526-9955 or Jim & Dusty's.

SINNERS MC. of L.A. area. AMA sanction. Meets Mon. nite 11517 S. New Hampshire, in rear. Refreshments during meeting. Phone: (213) 756-4858.

SOCIABLES M.C. Road Riding Club. Meets bi-weekly at members' homes in Gardena, S. San Gabriel, Bell, S. Gate. Call 324-8457 after 5 p.m. for time and address of meeting. Couples welcomed. Refreshments. Meeting nights flexible.

SILVER CITY SCRAMBLERS M.C. — Southern Nevada's oldest motorcycle club. Competition club for the discriminating rider. Meets 2nd & 4th Monday each month. 716 Stewart, Las Vegas, Nevada. So. Nevada local racing info.

SO. CAL. M/C, Desert Competition Club. AMA Sanct. Meets every Wed. 8:30 p.m. Olive Recreation Center, Burbank, Calif. Mail Add. 1026 N. Evergreen, Burbank, Call TH 8-3839.

SPOKE-BENDERS of South Bay. Desert competition club. AMA chartered. Meet 2nd and 4th Wednesday at 9:00 p.m. each month at El Retiro Park, in Torrance. Ron White, 3619 W. 152nd St., Lawndale. OS 9-6748.

SO. CALIF. ROAD RIDERS COMMITTEE. P.O. Box 2107, Alhambra, Calif. Meets 8 p.m. 1st Monday each month, Prudential Savings & Loan (rear entrance, 1300 E. Valley Blvd., Alhambra. All road clubs invited.

SOUTHERN CALIF. TRIALS ASSOCIATION— English Trials enthusiasts. Secretary: Raymond Moreau, 4707 W. 164th St., Lawndale. 370-8491. Observers welcome and needed.

SOUTHWEST CHAPARRALS OF CALIF. Meets 1st and 3rd Wednesday of each month at 7:30 p.m. at Motorcycle Goodies, 13446 Lakewood Blvd., Bellflower, Calif. 442-1646.

SUNLAND SHAMROCKS MC of Sunland, Calif. AMA sanc. Meets every Wednesday at 8:15 p.m. at the Sunland Park Recreation Center in Sunland, Calif. Mail address: P.O. Box 515, Sunland, Calif.

TANDUMS (Formerly Nomads of Gardena) Family fun club. Meets at Honda of Gardena, 1st Sunday of each month at 1:30 p.m. For further info call Inez at DA 4-7043 or Honda of Gardena, 323-8314.

TERRAPINS M.C. A.M.A. sanctioned. Road Runs. Secretary Martha Palmer, 3211 — 39th Street, San Diego, California 92105.

THROTTLE HOUNDS M.C. AMA Sanctioned. Meets every Wednesday at 7:30 p.m. in clubhouse at 534 East Chapel in Santa Maria.

THUNDERBIRDS M.C. 13442 South New Hampshire, Gardena, California.

13 REBELS M.C. AMA sanct. since 1939. Street & competition club. Meet every Wed. 8 p.m. at Shell Motors, 3346 Century Blvd., Lynwood. 638-4864.

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Larry Bergquist gets the news he won.

By Dick Wright

Shamrock State Championship Hare & Hound

The Shamrocks M.C. California Championship Hare & Hound on Sept. 25th had 310 entries. Big bikes lined up on the starting line, which was located in an area not considered a "fast-start" because it was filled with Joshua trees. The first three miles to the smoke bomb were pretty rough second-gear terrain.

It was unfortunate that some riders decided to start racing a little early before the banner was dropped and (of course) they pulled quite a few riders with them. The banner was held for another half-hour while the Shamrocks signed the remaining 250 riders' cards for a re-start. All the classes, including the trail class went off at the drop of the banner at 10:30.

The trail bike class went the first 30-mile loop and the remainder of riders went a second 40-mile loop.

I asked overall winner Larry Bergquist (also winner of last week's Hare & Hound Scrambles at Hi Vista put on by the Dusters) what he thought about the re-start, and he said "Over a quite a few years of riding I have gone off with the rest of the riders before they dropped the banner...and found it was a waste of time! When I saw the banner still standing while everyone was taking off, I decided to wait 'til the Shamrocks got the re-start organized."

"Just a Little Endo"

The first loop was mostly rough boondock with occasional deep, winding sand washes. It was definitely a lightweight first loop. Malcolm Smith took the lead on his 250 Husqvarna on the first loop to the gas check with Bergquist pressing him all the way. Larry was able to pass Smith in an open boondock area, but in trying to maintain his lead he hit a series of ditches and did an endo. He had the wind knocked out of him and bruised a rib or two, but brushed it all off and got going again.

About ten miles further down the course, Larry again passed Malcolm who was having some mechanical problems and was "sitting-it-out" in a sand wash and made it to the checkers for first. Second-place rider (#38) Expert Gary Preston on a Triumph TR6 must have had Larry in his sights all the way because he finished only one minute later.

The big surprise of the day was Third Place finisher Deb Smith, a Novice on a 250 Husqvarna. The way this guy rides, he will not be in the Novice Class very long...he sure showed a lot of class coming down the steep sand hill just before the finish.

The Shamrocks laid out their run in some good territory. The course was well-limed and adequately marked for safety...which made it a very enjoyable ride, especially for the guys who started and finished according to the rules.

Trail Bike Class

As mentioned above, the trail bikes started at the same time the other bikes went off the line...and, believe me, for the first three miles to the smoke bomb it got pretty hairy in the heavy sand running around so many Joshua trees that you couldn't drop it into third in very many places...and all at the same time trying to keep pace with the larger bikes.

Once you passed the smoke bomb, the course was a real blast for lightweights — mostly rolling one-rut trails where you could just hit the high spots on a trail bike. Then when you thought everything was going great, here were two bottomless sand washes...so deep that you could hardly get out of low gear into second, and when you did...the wash made a sharp turn and you were again bogged down in low gear. **Then** there was a long, sandy hill to the second check that was a low-gear, feet-down obstacle. Jack Morgan, on a Hodaka #90 was first to finish among the trail bikes, fighting off a determined effort by #236 who closed only ten seconds behind him.

The competition in the trail bike class is getting much tougher since more and more riders are competing in the class...which increases the fun and rivalry. This course was a challenge to all demanding, skill as well as endurance.

Once Around The Course

By Larry Haley

ANTELOPE RAMBLERS 37th DIST. HARE SCRAMBLES

Been sitting on the line about fifteen minutes now waiting and man it's hot, ain't they ever going to drop that banner? There's a real high tense feeling in the air right now, and everything is beginning to get real quiet. Better get ready. Check my fuel to see if it's on, keep that bike leaning the right way now so it don't start loaded, ain't they ever going to drop that -- whoops there she goes, 15 kicks and I'm off! Lousy start, heading between two smoke bombs about two miles out, sure on the wrong side of the down wind, the dust is terrible. Better move up, got to hit those smoke bombs between the two. They're guides to keep us from running off a 12 ft. cliff, man this country to the smoke bombs is terrible—choppy, and rough and full of deep holes. They said at the meeting it would be a rough start and they meant it. There they are, now just go between them into the wash, a quick right and there way out on the horizon about three or four miles is the final smoke bomb, and the start of the trail. Go like hell here—must make the big effort boy this is fast country now. Right on top of the bomb now and picking up lime. Man, we're really moving!

Come sliding into check one and it's really dusty, jumped across the road and started down a hog back into a canyon. This is some canyon, would you believe a mini bike with a Triumph engine for this canyon? This is as crooked as a snake's back. No passing here, too tight, whoops here we go out of the canyon, up the side of a bank – wheeee!!! they should of issued parachutes on that drop off. Man that was something, back in the wash again. The reason for that turn out was to miss a 20 foot drop-off.

Now this wash is really something, fourth gear! Man this is a ball oh heck! that was short and sweet. Turning out now up into a real choppy hog back. If we had gone straight we would have dropped off into a 60 ft. wash and that would have been something. Now we're on a road again going up over the hills, dropping down into a real rocky canyon. We're skirting the edge of a big

"MY HERO!"

black mountain right now, I have a feeling it won't be long before we'll be starting up, and there it is...man look at all them guys spun out on the side of that. If I can just pick my way through it I'll be in good shape. Wonder what the other side's like? I'll know in a minute.

Wow, ain't this some down hill? It's beautiful, just simply beautiful.

Picking my way through some rocks now on a ledge which leads into this big sand wash which is way-out fourth gear again. There's a highway up ahead and we're going under the bridge, I knew I should of put a front fender on. The water's going all over my goggles.

Now we're in a real swinging wash again, fourth gear, just go! Whoops there's a tube up ahead. Got to go through. It looks like a long one. Tubes are fun, but I always have the feeling of being up side down in them, like no sense of balance. When you put a foot down to balance yourself you damn near break all the toes on the big bolts. Lesson one: keep your feet up.

There's a check there, wow, look at that little steep bank we got to go up! Right out of the bottom.

Now into some pretty whoop-de-doo trails and we should be getting into the pits real soon. Man it's getting tough choppy, dusty. If I finish this one I'll have earned my finisher pin and I dig those pins just like I do a trophy. There's the pits at last! A quick drink of water, a wipe of the goggles from the pit crew and a slap on the back and someone says "make it!" and you grab another handful of throttle and you start another loop around the course. This one should separate the men from the boys much pronto.

P.S. I didn't make it my front forks wasted completely, since this run I have put all new suspension on. About $120.00 worth.

Dick Vick, and Gary Conrad with Mike Patrick (arm in sling). Mike got the arm in Jack Pine ride. (Those enduros are rough, guys.)

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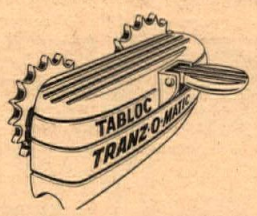

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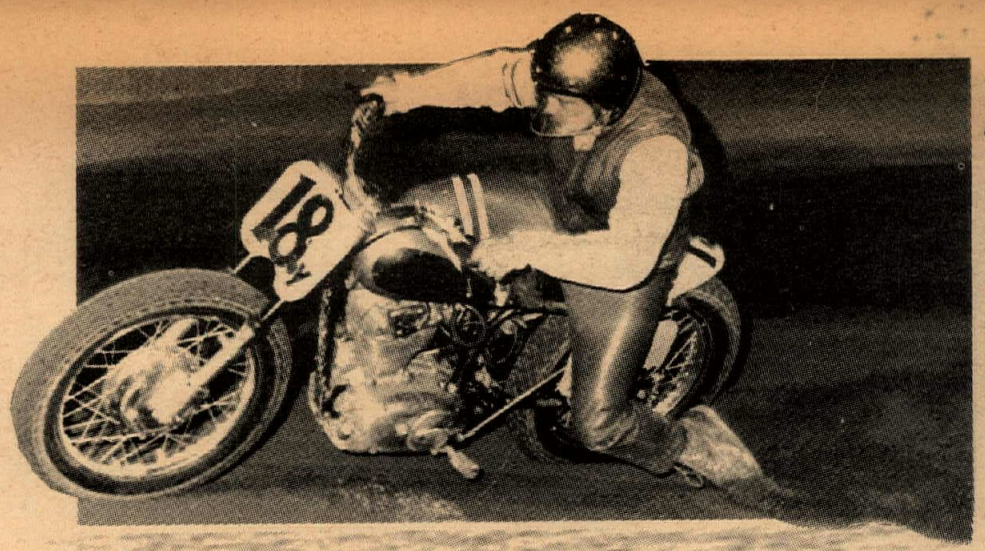
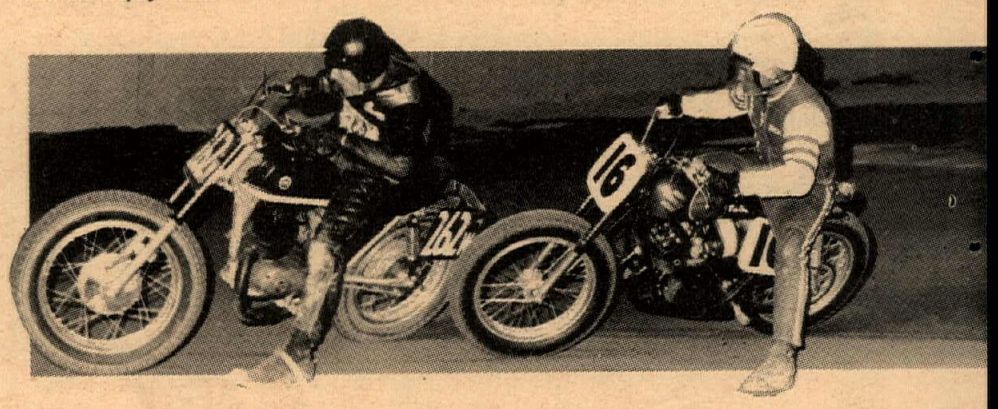


SHORT TRACK SCENE

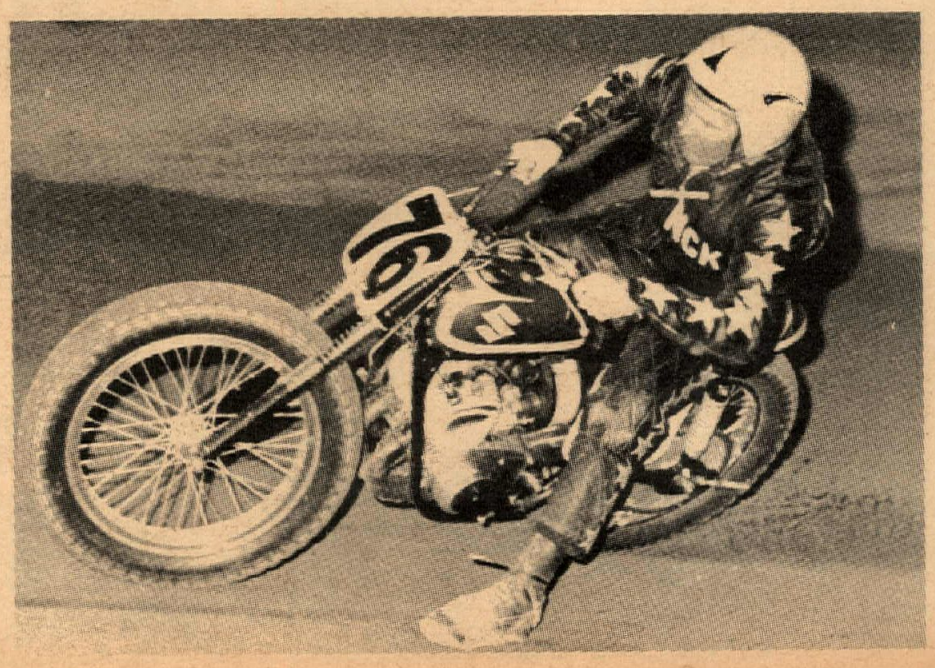
Aggie hosted the lightweight racers in the Sacramento Rodeo grounds the night before the national. Top: Don Stover made the main.

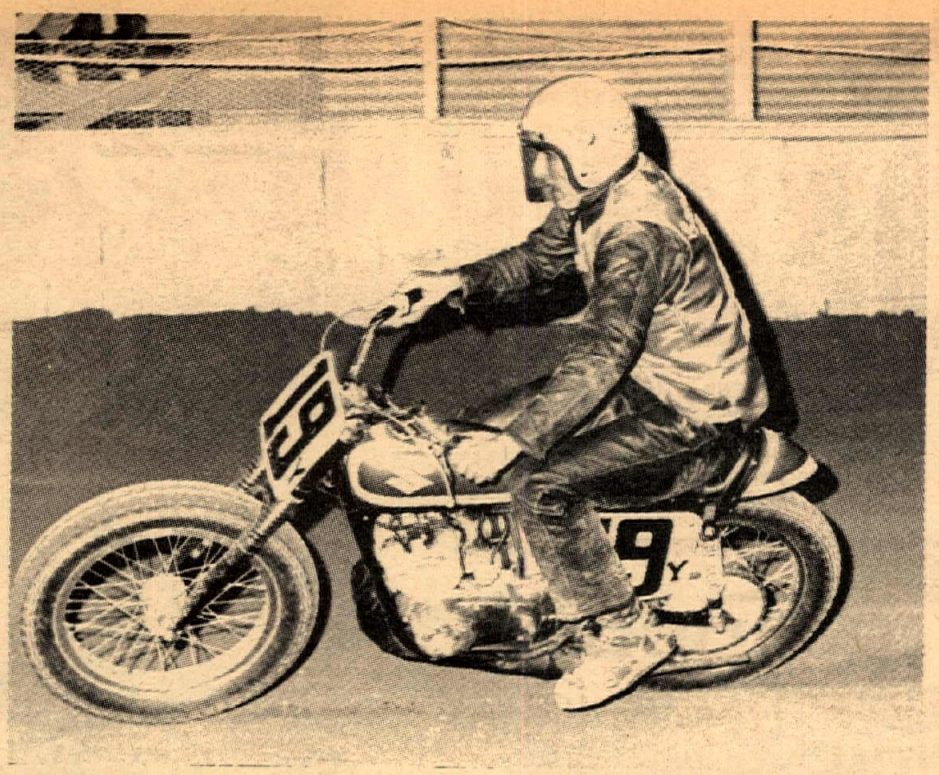
Photos by Dennis Greene

J.C. Agajanian smiles the widest, Walter Davidson (?) the second-widest. Referee and Debbie Dorresteyn (?) and Gus Lauer grin as race director Don Basile counts the house. Gus has just won the trophy dash.

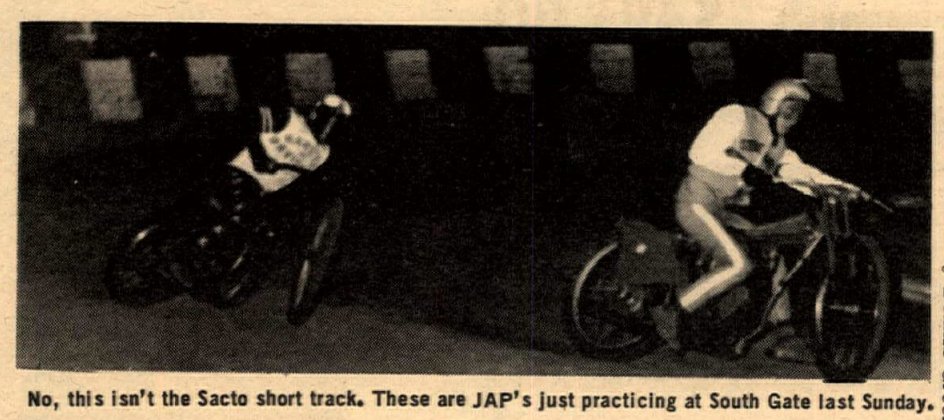


Dick Hammer (16) sticks a wheel under Leroy Harwood just to see if he'll flinch. And below, Richard Dorresteyn for some reason failed to make the main.





Left, Sacto gladiators line up under the lights. Right, Phil Cancilla rodeo'd a Suzuki to big money win. Below, Freddy Nix competed. (Story and more pix on page 13).



No, this isn't the Sacto short track. These are JAP's just practicing at South Gate last Sunday.

(Photos by Dennis Greene)

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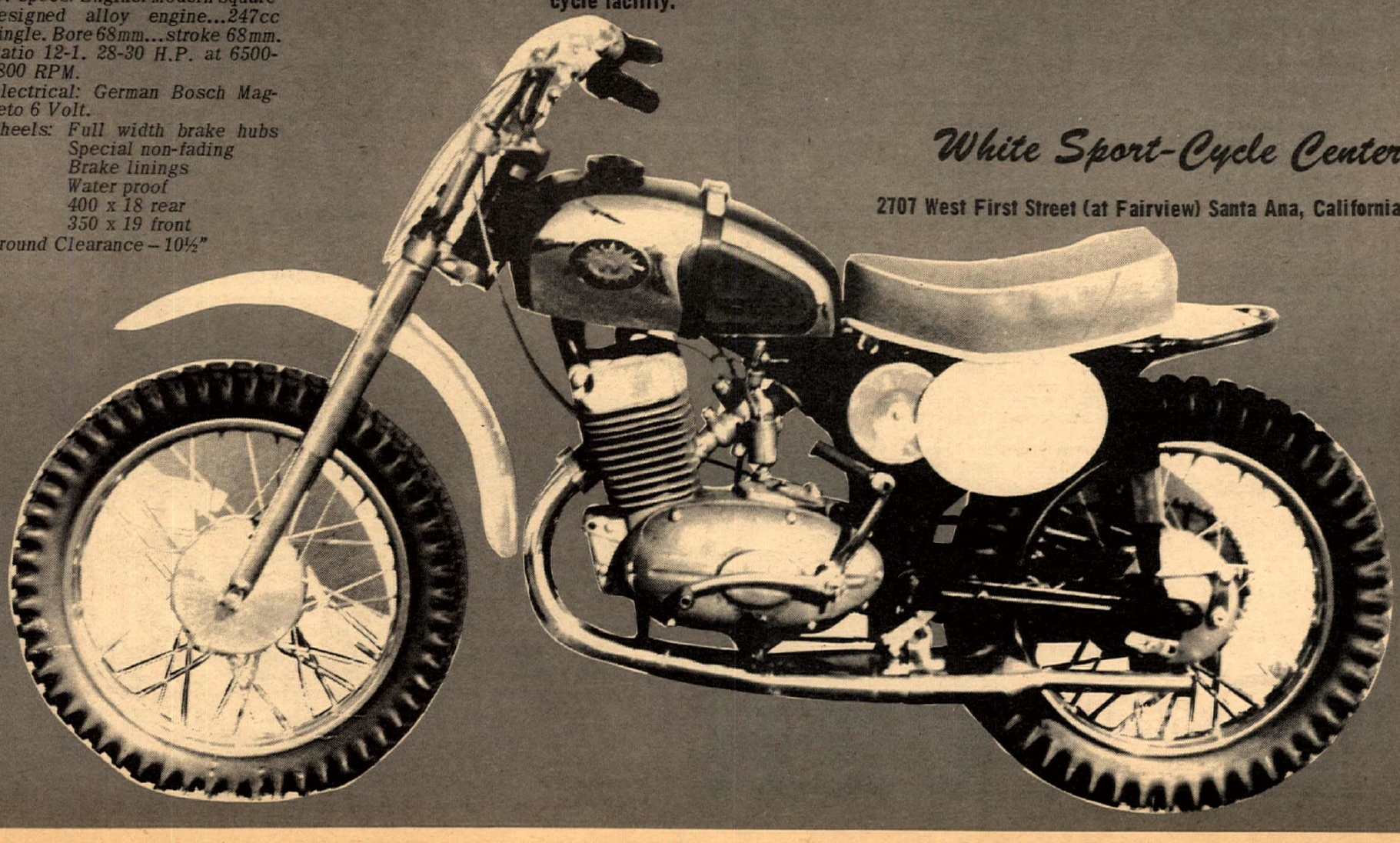

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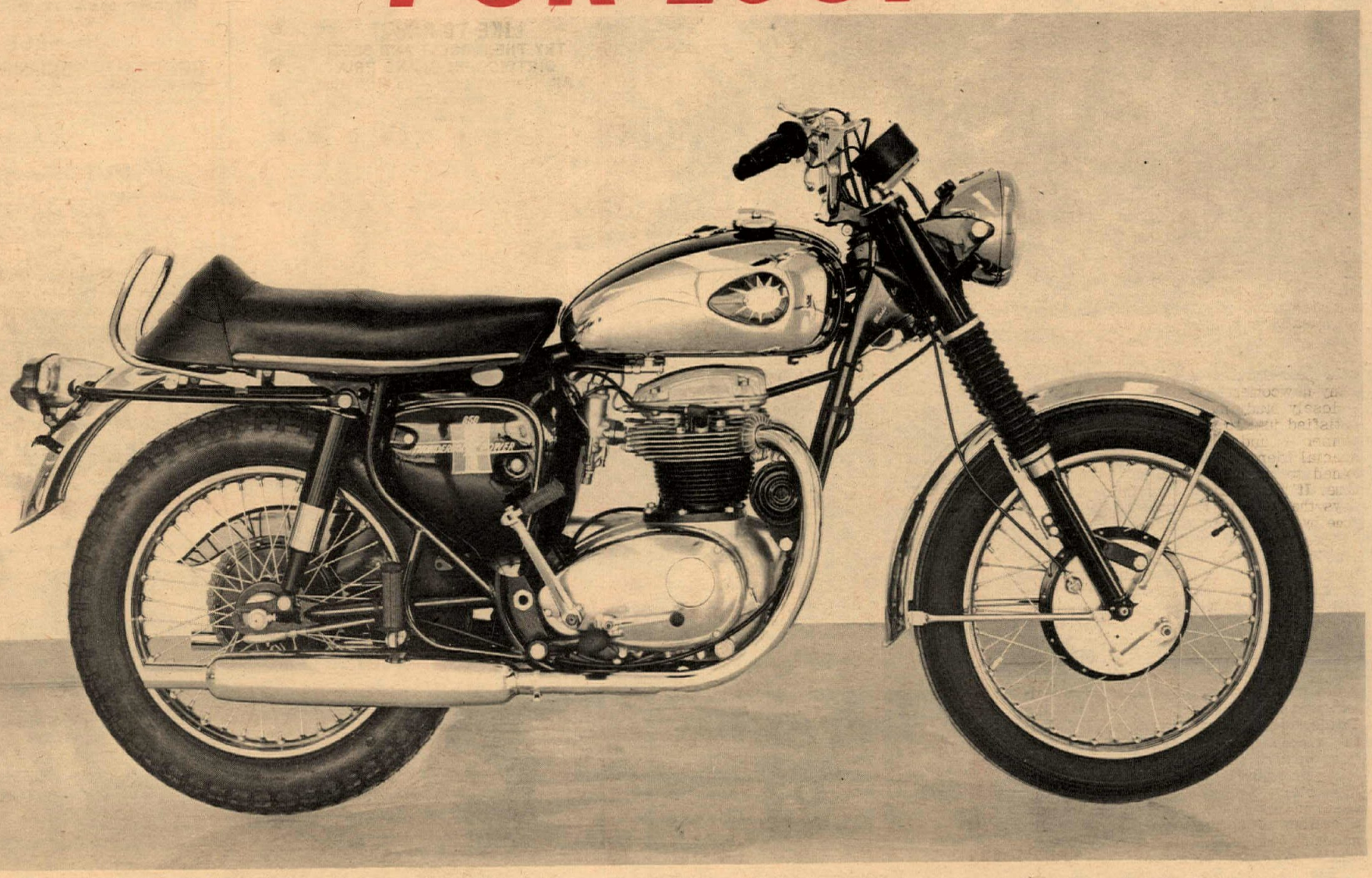

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By Ray Warner

FUN & FROLIC IN DANA POINT

More than fifty eager trails riders appeared in the Dana Point Area, Sunday morning, September 11th, for the most successful trails event held this year by the Southern California Trials Association.

Masters, Experts, Amateurs, We were all striving mightily to out do each other and to win a beautiful golden trophy. It was fun to ride the bikes for many hours with that fine feeling of camaraderie—to visit with old friends—to bask in the hot weather while drinking delicious ice-cold beer—making new friends with the many newcomers—comparing motorcycles—closely studying the brand new bikes—satisfied just to compete—happy to be a winner — and always pulling for that special friend to also be a winner—determined to try harder and do better next time. It was truly one of those special days that will be remembered for a long time by many happy people.

The real hero of the day was young Jim Wilson, in the Master Division, riding a 200cc Triumph Cub. With the sections almost impassible, even for a billy-goat, Jim Wilson ended up with first place and a fantastic low score of only four makrs lost during the whole day. With a score like this, he is showing up the older men who have many years of extensive experience. Jim Wilson is also the Wheelie King of all the Trials riders. He can maintain a beautiful wheelie over the most difficult terrain for what seems to be an incredible distance when we are watching him. Jim Wilson's presence is always an extreme asset in any Trials event, guaranteeing a caliber of competition that is really needed. Jim, makes those older hands really work for their gold and glory.

Bob Allen was the winner in the Expert Division, with a score of only thirty-five marks lost. This guy is a pretty serious Trials competitor now, incidentally, and cool under extreme pressure. He has been a Trials rider for only a very few months. However, he has owned many different motorcycles during the last few years. He came out one day as an interested spectator — to see what Trials riding consisted of. We spent some time talking about Trials riding, competition, and motorcycles. He rode my beloved and trusty Greeves for an hour or so, that first day, then, three weeks later he showed up on a beautiful new Greeves of his own. He has consistently won first or second place in every Amateur event he's entered. Last Sunday was his first time out in the Expert Division—and he won first place. Bob has also expressed a very real interest in international trials competition. What a terrific thrill it would be to represent the United States of America in international competition!

There were fourteen trophy winners in the Amateur Division. Trophies are given for heavyweight bikes, lightweight bikes, and ultra-lightweight bikes. Everyone and anyone is welcome to compete in this division. No special equipment is needed—no special experience or knowledge is required. Every-day street clothing is quite adequate for most any Trials event. Furthermore, anyone not having a ride could easily borrow a bike for a while. There's usually a few newcomers at each Trials event who come over and take my bike for a go at a couple of traps.

One guy in the Amateur Division was ten feet tall when the scores were all tallied up. Robert Nickelsen only lost five marks during the whole day. This is truly a score that any of the Experts could have been proud of. To make things even more interesting, Bob was there with a brand new CZ bike. This is a very interesting Trials machine—however, there seems to be a lot of design problems in the front forks and the air-filter. There's also a battery ignition — which is not really suitable for Trials riding. Bob is real proud of this bike, though. He is a very interesting guy. He was breaking us up with his line of talk. To know this guy is to like him a lot. He also toured the United States on a BMW in 1962. One time in Texas all the the passenger automobiles were hung up because of a sudden flash flood. Bob, on his BMW, and a few large Diesel trucks were the only ones getting through the water. He said the whole lower portion of the bike was submerged in the water. At one time he was sure the engine would quit—because the water was so deep—but he made it without any strain at all. Another time, all the automobiles were stalled out because of over-heating on an unusually steep hill. Bob breezed right on through without slowing down below sixty. Enthusiastic motorcycle buffs like Bob Nichelsen really make these Trials games a pleasure.

William Stowers is a new Trials rider. He just showed up on the scene with a beautiful new Greeves. Howard Smith came out again. He just managed to get a trophy this time. Somehow he has managed to get a trophy every time he comes out. While we were playing around, I saw him make a magnificent hill-climb in Dana Point. We were all at the top and betting that he wouldn't make it. But that trusty Bultaco carried him all the way up as if it were level.

There will be another Trials event held in the Dana Point area within a couple of weeks. More people should come out and get in on the fun. Incidentally, there's often a trials bike for sale at each event. Last Sunday there was an unusually good buy on a Greeves.

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Racing at 1 p.m.
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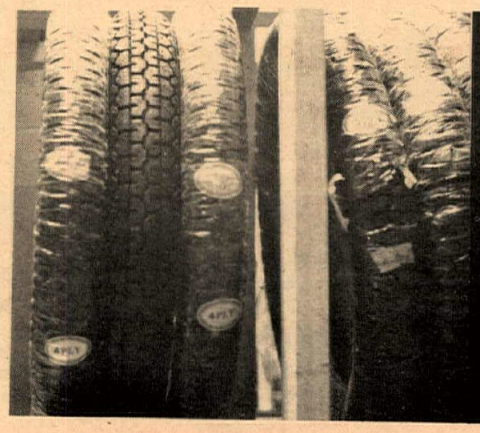

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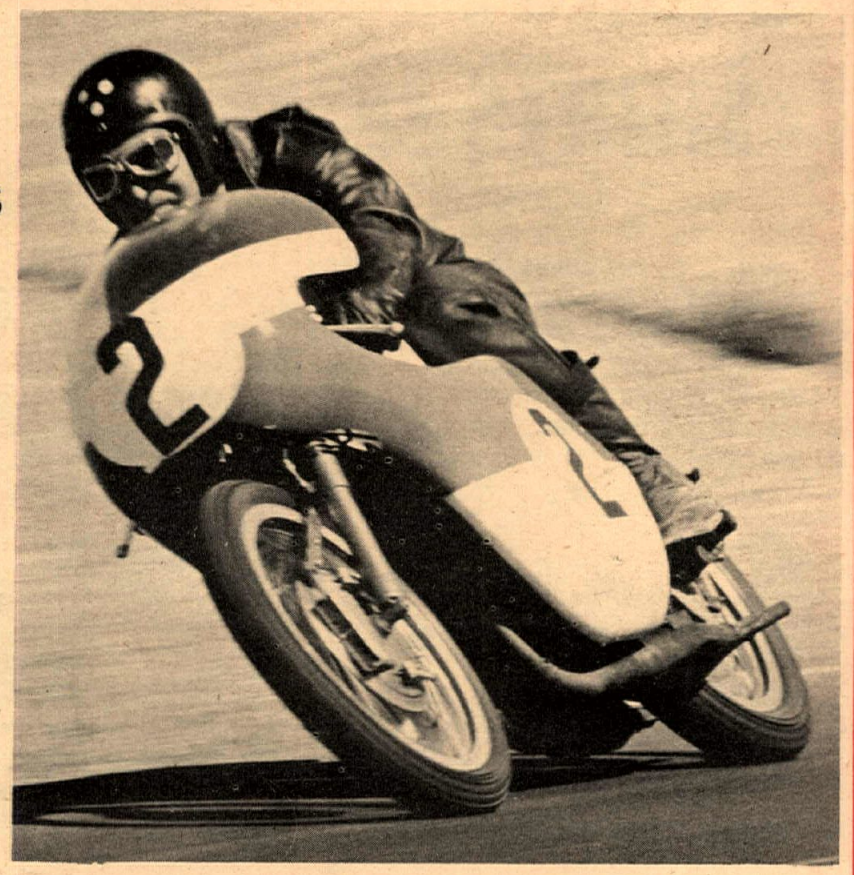

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DES MOINES: 250cc expert class
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2. Calvin Rayborn ..... H-D
3. Jess Thomas ..... Bultaco
4. Buddy Elmore ..... Yamaha
5. Ralph White ..... Yamaha
6. Roger Reiman ..... H-D
7. Ron Grant ..... Yamaha
8. Bob Winters ..... Yamaha

LACONIA: 75-mile amateur-expert 250cc class
1. Gary Nixon ..... Yamaha
2. Calvin Rayborn ..... H-D
3. Ralph White ..... Yamaha
4. Roger Reiman ..... H-D
5. Warren Flickenger ..... H-D
6. Frank Camillieri ..... Yamaha
7. Nat Williams ..... Yamaha
8. Richard La Porte ..... Yamaha

LACONIA: 60-mile novice 250cc class
1. Andres Lascoutx ..... Yamaha
2. Jim Deehan ..... Yamaha
3. Elvis Nicholson ..... Yamaha
4. John Patton ..... Yamaha
5. Bill Hogge ..... H-D

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SCRAMBLES

By Maureen Lee

Prado Park had the Sidehack Association sponsoring the racing on Sunday, hosting anice healthy number of about 270 riders. With Prado on its last legs unless we get lucky in a hurry, it looks as if the troops are trying to ride it every chance they get before November first.

As always, it's hard to choose any one class where racing is any better than the others especially with the caliber of our local scramblers who race week after week like they do. After a few months of seeing the same faces in the same turns all the time it gets a little hard to remember where you saw who and what they were doing at the time! The 175 Experts had a good thing going with Kirk McDowell on a Honda mixing it up with two of the "high point" men in that class, Jim Doran and Wade Zimmerman, on Bultacos. The three of them waged a good battle, with McDowell the eventual winner. Another motocross with some ding-dong action was the 21" Amateur class. Tony Simon, Jack Coode and Chuck Basney roared around the track with Chuck going off the course at one point and Simon and Coode swapping places back and forth..

The day started with fog and then developed into typical Prado weather. dust and sunny with racing as hot as the climate. In the 100cc Expert division, Dale Smith resumed his challenge of Kirk McDowell. Dale, who has a new bike to ride is really hauling these days, and is giving the redoubtable McDowell a real run for his money. This youngster bears watching.

A round the Other Way

After the 250cc Experts ran, with the win going to Dick Brittain on a Honda with a flying Doug Yerkes chasing him, the club ran a reverse-track lightweight sweepstake which caused quite a bit of interest, watching riders going into familiar turns in an unfamiliar direction. John Sprague, the 250 Amateur winner, took the win with Kirk McDowell second.

The big bores shared the afternoon, Novice heats being run right along with the Amateurs and Experts. The open Experts had a good run, with Larry Wilburn, sporting real swingin' new leathers, taking a win over BSA-rider Bill Manley. The third and fourth place guys, Triumph-mounted Jerry Willingham and Si Porter put on a great show. The open Amateurs had some good tussles in their qualifying heats, and in the Main Ben Fakkeldy grabbed the lead spot and held it aboard his Triumph with Bill McCoy on a Harley and Carl Patrick on a Norton behind him. Patrick made his way to the Main the hard way after a broken chain forced him out of his lead spot in his heat right at the end, putting him into the Semi and then to the Main.

With ten riders starting the first moto, the 500 Expert class, which at times resembles open warefare, could have gone either way this Sunday with Phil Brown doing a tremendous job in taking the lead and holding it against the onslaughts of Jim Hunter, Monte Darling, John Heynemann and Miller Harper. But at the end it was Hunter with the highest number of points (and let's face it, racing experience as well).

The day ended with just three big bores riding their reverse sweepstakes, Larry Wilburn (the only one who didn't go off the course) Ben Fakkeldy and Jim Hunter slid around for a few laps, with Larry winning easily.

With Sports Committee members present, a notice was posted on the heat board that Sunday was the last day you can ride with a non-regulation number plate. For a first offense from now on, you(ll be docked the points for the day. Do it again, and you'll loose all the points you've earned this year. So watch it, huh hey! Don't say you haven't been told!

(Results on page 21)

Photo by Mike Smith

(Photos by Maureen Lee)

Above left: Jim Hunter slides a Prado turn. Above right: John Sprague, winner of thelightweight. sweepstakes (run in opposite direction) makes a right turn out of the usual left-hander. Left: would you believe...Attila the Hun? Below: big battle in the 100cc class.

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Public Health Service physicians have a simple prescription of motorcyclists to reduce fatal injuries: wear protective headgear. They also prescribe protective goggles or face shields.

This message is contained in a new 20-second filmed announcement being broadcast by television stations across the nation. The film was produced by the Motorcycle, Scooter and Allied Trades Association with assistance from the Public Health Service's Division of Accident Prevention.

Dr. Paul Joliet, Chief of the Division of Accident Prevention, said he hopes the rapidly growing number of riders of all two-wheeled motor vehicles take the message to heart.

"Last year, a record number of persons - - an estimated 1,580 - - died in motorcycle accidents," Dr. Joliet said. "A large number of these fatalities were due to head injuries that might have been prevented if the cyclists had taken the precaution to wear a helmet."

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OCTOBER 2nd

SHORT TRACK SCENE (Continued)

MORE PIX ON PAGE SIX

Right, Russ Robinson collects his South Gate dash reward while Ivan Oden looks on admiringly. Trophy girl is from Little Annie Wannie's in Gardena.

(Photos by Dennis Greene)

ORANGE COUNTY SPEEDWAY

Wednesday night at Orange County saw the last event of the season for night short track racing. The championship event will be held on a Sunday afternoon and will be announced in the near future.

The 250cc trophy dash and main event winner was Ivan Oden on his Honda. Ivan has enjoyed twenty-two consecutive wins at Orange County and has dominated the 250cc class over the last month and a half. Challenging Ivan in the 250cc main was Sal Acosta on a Bultaco. Sal tried several times to pass Ivan on the inside and on the outside, but just wasn't able to get by the big Honda. In third place and first time out this year on a 250cc machine, was Russ Robinson on a Bultaco. Russ is presently the high point main in the 100cc class and looked very impressive on the 250 Bultaco. Fourth place went to sliding Mike Spitzer on his Harley-Davidson Sprint. Johnny Balaam finished in sixth spot after a hard crash in the third lap when his left leg was wrenched severely at the knee. We're happy to note that the hospital report stated there was no serious injury to Johnny's knee, other than a severe sprain.

The 100cc trophy dash and main event went to Russ Robinson on a Yamaha. Second place in the 100cc main went to Marty Endless on a Honda. Marty is becoming a real challenger. At one time in the first two laps he led the 100cc main. In hot pursuit of Marty was Eddie McGregor who finished third over-all. Fourth spot went to Johnny Balaam on a new 100cc Twin Yamaha.

SOUTH GATE RACEWAY

It looked as though South Gate was going to be a repeat of the previous night, with Ivan Oden winning both the 250cc trophy dash and main event, and Russ Robinson capturing the 100cc trophy dash. But Russ was not as fortunate in the 100cc main and had to finish behind Dan Kelly on his superbly running 100cc Honda. Ivan didn't have it quite as easy on Thursday. Pushing him was Mike Tillman also on a Honda, and right behind Mike on another Honda was Chuck Saxton. In pursuit of Chuck came Mike Spitzer on his Harley-Davidson Sprint and in fifth spot was Michael Dwyer on a BSA. The event had to be called in the fourth lap because Johnny Balaam again went down on that left leg. This time he was able to walk away from the fall, but because of the way the machine fell and the position John was in, the track was unsafe for racing and the event was stopped and re-started.

In the 100cc main, first off the line was Dan Kelly. Following Dan was Marty Endless and Paul Wilde, and then Russ Robinson, with the other riders in the rear. Marty and Paul battled for the first three laps for second position, with Russ holding back in fourth. On the fifth lap, Russ was able to get by Paul for third spot. With only two laps to go, Russ finally squeezed by Marty Endless and pulled into second place. With only two laps left and Dan Kelly pulling steadily away, Russ was not able to close the gap.

The 50cc main event went to the new 50cc points leader, Paul Wilde on a Tohatsu. Paul moved out in front at the start and held the position through the remaining eight laps. In hot pursuit was last year's champion and now second in point standing, Dave Smith. Dave just didn't quite have enough horsepressure to get by Paul.

(Results on page 21)

Showdown at Red Rock

1st 250cc Exp. Neil "Fast Gun" Fergus—Bul. for M/C Service Center using Huzoil 2 cycle

1st 350cc Willie "The Kid" Ramstetter—Hon.—for Honda for Honda Temple City using Huzoil 4 cycle

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2. B. Cody - Bul
3. P. Hopkins - Bul
4. J. Carter - Bul

250cc AM MOTO
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2. G. Geyer - Bul
3. K. Sparkman - Bul
4. K. Neil - Bul
5. B. Zitar - Bul

200cc AM MOTO
1. J. Hamilton - Bul
2. C. White - Bul
3. L. Hammond - Bul

250cc NOV MAIN
1. S. Rainey - Bul
2. R. Durkee - Bul
3. J. W. Colomlew- Bul
2. Doug Yerkes - Bul
3. J. Mason - Bul
4. B. Cody - Bul
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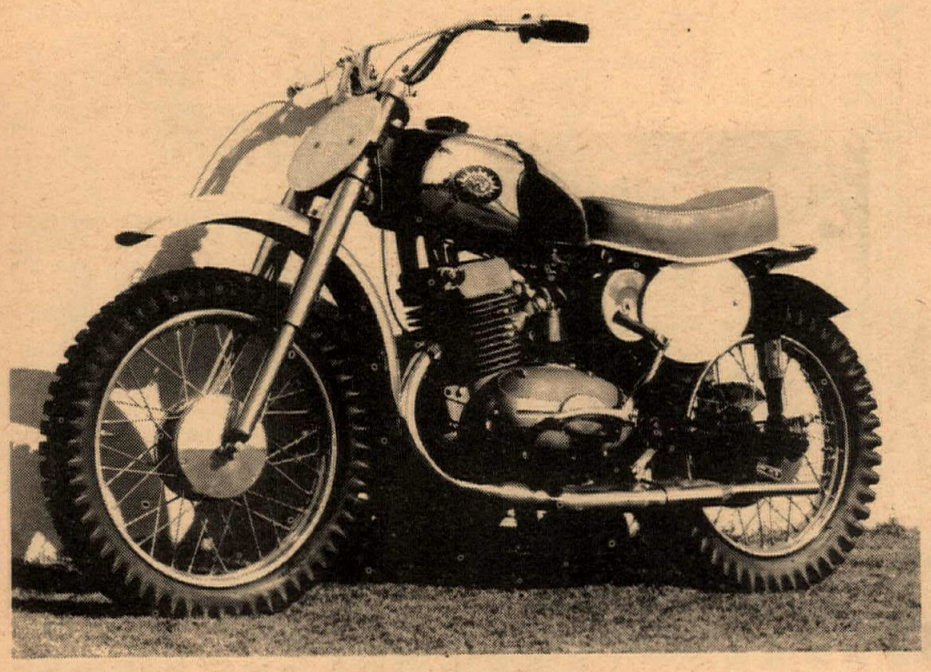

WHITE "TORNADO" BLOWS IN ON THE SCRAMBLING SCENE

Recently Jack White of White International Corp. introduced his all new 1967 "White Tornado" 250cc scrambler.

The modern square designed alloy engine is reported to produce 28.30 H.P. at 6500-6800 R.P.M. Along with a Bosch 6 volt magneto ignition, tuned exhaust, dual dampered forks, and roller bearings through out, the "White Tornado" should "clean up" in local competition.

With a retail price of $695.00 this is one of the lowest price ready-to-go scramblers on the market.

Los Ancianos Play at Miramar

By Matt Randy

At Miramar playground just off Hwy. 101, the Los Ancianos M.C. on Sept. 11 presented a European type one hour scrambles on a 2½ mile course. Since the infinite variations of this course would require a thesis to describe. Suffice to say the course included uphills, downhills, narrow gullies, rocky up-hills, treacherous off-camber turns, potholes in an old stream-bed and large ripples in vast downhill sections. All of which proved the undoing of local crasher Expert "Useless" Ussery. Putting on a grandstand performance for the enthralled crowd of spectators, he was hauled off to the local hospital before the end of the 1st lap. The race then settled down to a duel between "Dashing" Dick Hanson, "Rapid" Robert Henry and Bonanza Zane Prather, who is questing for number one county gold with his new Matchless Metisse on its inaugural outing.

These three were pursued by Pierre Raby and his new potent Atlas Norton. But, Dashing Dick on his immaculate Triumph persevered to hold on to the lead for the win. Bonanza Zane out-horsepowered Rapid Robert's trusty TR6 for second place. Pierre Raby had the misfortune of finding a slightly out of control Novice on a narrow section of the course with the result that Pierre found his foot between the shock and wheel, fortunately there were no broken bones.

The 250 Novice, Amateur, and Expert classes were swept clean like a west Texas tornado by the Huskies as they came down from the North. Marvelous Malcolm Smith and Husky captured the win in the Lt. Wt. Expert class. We also hear the Greeves Wrecking crew are planning a trip to Gotham City in hopes of contacting the Dynamic Duo for some much needed help.

(Results on page 20)

TT AT ANDERSON, CALIF.

By John Noffsinger

Twenty-eight riders earned trophies at the TT races on the one-half mile track at Anderson, Calif. September 17th.

The 60cc event was put away neatly by Mike Rockwell, Palermo, on a Honda. Second, was David Cherry, Weatt, on a Tohatsu. Third, was Tom Von Seggern, Willows on a Honda.

Terry Hughes, Red Bluff, on a Honda really blasted the opposition in the Novice 90cc class. Second (on his first attempt at racing) was Tom Breckenstein, Orland, on a Hodaka. Gene Freize of Oroville (Honda) took third. Ron Harlan, Oroville, pushing a Yamaha took home the trophy in the Amateur-Expert 90cc class.

Due to lack of entries, Expert Bob Vaughn, Oroville, and his 125cc Honda rode in the 200cc Novice division. The 200cc Bultaco's ate him up in the straight, however his superior riding skill more than made up for lack of power, and he tucked away number one trophy. Loren Boelman, Willows, on a Bultaco was second, followed by John Davis, Redding, also on a Bultaco.

The Am-Expert 200cc trophy was put away efficiently by Harvey Crews, Salyer, on a Bultaco. He was followed by Bob Milligan, Red Bluff (Bultaco) and then by Dennis Chandler, Central Valley, on a Bultaco.

Gerald Thompson, Redding, was the class hero in the 250cc Novice event. He rode his Bultaco across the line before Stan Ross, Red Bluff, Calif. on a Honda.

Expert George McCarty, Red Bluff, Calif. on a Honda, had less power, but rode the inside efficiently enough to hold off the Bultaco riders in the 250cc Am-Expert races. Charley Thompson, Redding, Bultaco was second, followed by John Forman, Redding, Bultaco.

Ted Robinson of Crescent City (Honda) was first in the Am-Expert 350cc class. Eureka's Ray Beck (Honda) followed him. Larry Reese of Montgomery Creek (BSA) took home the Novice 350cc trophy.

Gordon Septinelli, North Highlands, on a BSA, crossed the line before Redding's own Gail Talken on a Triumph in the 500cc event.

The 650cc Novice class was won by Bruce Cox, Eureka, on a Triumph. Second, David Mumford, Eureka, on a Triumph.

The Am-Expert 650cc was really a blast to watch, as Paul Knudson, North Highlands, on a BSA and Allan Boutwell, Chico, BSA really put on a show for the fans with Paul gassing across the line before Allan at the finish.

Speeds of the night as clocked in the pits on a comparison basis were:

90's at some 55 mph
250's at some 70 mph
650's at some 75 to 80 mph

We Went to Ascot and Tulare

By Gene Drew

Frustration unlimited, the team of Jay Willey and Gene Drew, after taking the wrong turn on some Freeway, just made it at the sign up booth. Unloaded, fired up, changed plugs, went to practice line, changed plugs, pushed, changed plugs, pushed, pushed, pushed, missed practice. Said, "well we will make the heat." Confidently strolled to the line. Fired up, lots of fire out of muffler, changed plugs, pushed, changed plugs pushed, pushed pant pant and away went our heat. Back to pits slipped barrel and a little green man had taken a large sledge hammer and beat hell out of the piston. Well thats racing. A stop at the 190 club and off for Tulare.

Down the freeway and up an over the ridge. Nice night, not much traffic, then catastrophe! Clouds of black smoke emanating from Jay Willey's pickup signalling a blown transmission. So everything went into my El Camino and on to Tulare.

The Visalia Ramblers M.C. in cooperation with the Tulare Co. Fair Board, presented their 6th annual ½ mile races. The track was beautifully prepared, having 18" of additional bank on the turns and hay bales all around the outside wall as well as new and better lighting.

NEXT WEEK—
Complete TULARE report & Photos

Times were fast. In fact the record of 26.70 was closely approached by Dick Mann, who turned a sizzling 27.10 followed by Gary Nixon 27.20, Ted Davis 27.25 and Neil Keen 27.30.

The Novice Trophy Dash went to Daniel Kelley with Dick Mann picking up the gold for the Experts.

The Novice Main was a heated battle between Marty MacDonald and local rider Calvin Alexander with MacDonald eking out the eventual win.

Then the big go, the Expert-Amateur main. Mann off to an early lead with Bob Sholley, Gary Nixon, Ted Davis bunched up not far behind. Nixon moved early to second and slowly closed on Mann, who had built up a good lead. On the flag lap Nixon powered into the south turn, got a wheel under Mann and finished the lap one length in front for the checker. All 4,500 fans were on their feet as the complete program was exciting and close.

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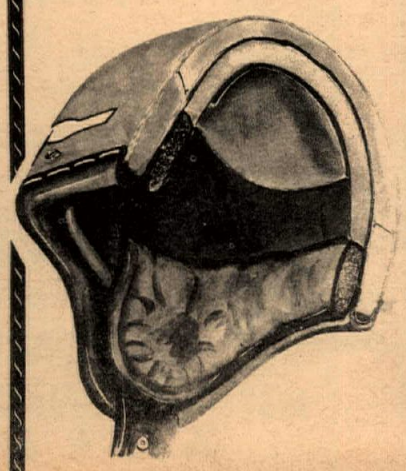

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Sacramento Short Track

CANCILLA CANCELS NUMBERS

(Results on page 21)

Slam bang action and non-serious spills highlighted the first of what is to be an annual event at the short track races at the Sacramento fairgrounds.

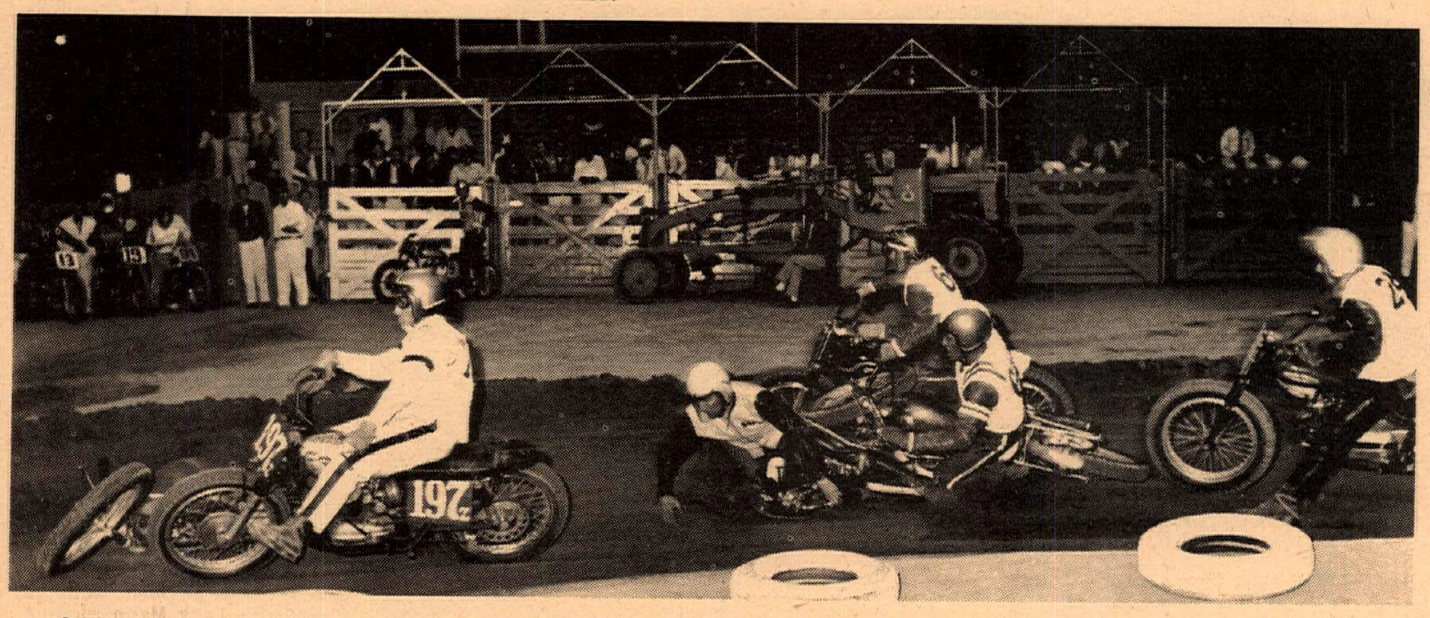
Held in the horse show arena and rodeo grounds just a few feet from the famous mile track event, was a crowd pleaser from start to finish with close racing and bar-banging the byword.

Four Novice riders, four Experts and one Amateur were the heat race winners. All classes ran against each other in all events.

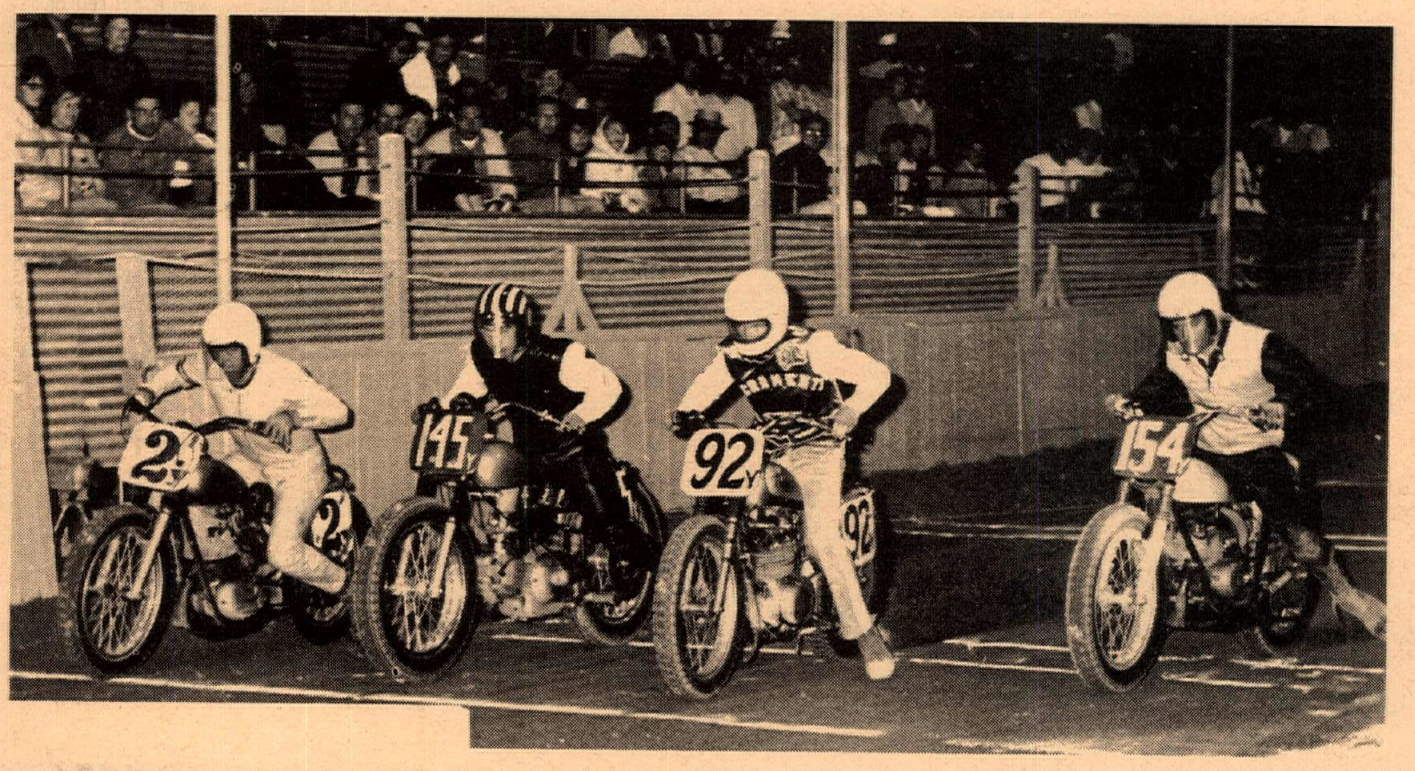
The Novice riders again came up with the upsets and won two of the four semi-main events.

Gus Lauer was the Trophy dash winner with the main event going to Phil Cancilla. Dick Hammer and Sonny Burres were involved in crashes but both came back the following day to compete in the 20-mile national championship race.

Race promoter, J.C. Agajanian stated that the Saturday night short track will now become an annual affair each and every year prior to the national on the mile.



Spills a-plenty were on the program as AMA short track racers raced around the rodeo arena (note bull chutes in background).



2y Gus Lauer, 154y Dee Genung, 92y Butch Corder and 154y Danny Davies get away good in the trophy dash at Sacto. All riders used 250cc machines, Lauer's Bultaco won it. Local boys made out good as Lauer and Corder are both from Sacramento. Davies is from Mill Valley.

Ascot Half Mile Story

Nixon Makes Markel Mark

The eastern invaders kept up their victory parade for the second straight week on the local half mile with Triumph ace Gary Nixon duplicating the feat achieved by Bart Markel from two weeks ago.

Nixon joined Markel as the only out-of-state rider to ever win an Ascot main event. The "Baltimore Bullet" did it the hard way by running third in the heat race, winning the semi-main and then lining up in row two for the feature.

Nixon's run for the flag was assisted by Gene Romero on the opening lap when the S.L.O. tiger unloaded in front of all the field except Mel Lacher and Nixon. Both riders shot to the low side and were clear while the rest of the field were playing dodge-em with Romero.

What No Beezers?

Romero was not injured in the main event spill and nailed the trophy dash win earlier over Dick Hammer, Lacher and Guy Louis. (No BSA's in the dash for the first time since Hector had hair.)

Lacher held the lead for over two laps before Nixon sliced by and went on for a most impressive win with room to spare over Chuck Jones and Chris Draayer. Chuck and Chris swapped second back and forth before Jones broadsided by Draayer and regained second place at the finish time.

Point leader Sammy Tanner again took his lumps for the second straight week. He was the last rider to make the final after running fourth in the semi. In the feature it was even more pressure with the champ running a distant sixth.

The weekly Amateur tussle was again a big guess untill the last lap when Johnny Isaacs found the right groove and passed Ron Kruseman to take the lead and the win for the third time this season.

The race had to be stopped the first time out ta the end of two laps when Mark Todd kissed the wall on the south turn and fell off. Kruseman led all laps except the last one.

And Now . . . . Suzuki

A new name in the Novice classbroke into the winner's circle with Mike Morton and a Suzuki X–6 blasting the point leaders off the track in a wire to wire run for his first win.

It was the first professional win for the Suzuki brand in half mile competition this year although Morton has been knocking at the door in recent weeks.

Marty MacDonald ran second with Larry Pruett, the winner the previous two weeks, pulling a third and having his season win streak stopped at six straight.

THE FINISH LINE

By ROXY ROCKWOOD

IT WAS ONE OF THE ROUGHEST two weeks in history for the local aces. Nixon rapped them twise, at Ascot on Friday night and again on Saturday night at Tulare.

Fearless Freddie Nix grabbing the big win away from Tanner right at the line last Sunday at Sac. Markel zapping the troops two weeks ago at Ascot. It's been a long hard season.

Sammy Tanner came within an eye-blink of becoming the first rider to ever win the Ascot and Sacramento nationals. He turned in a great ride but missed by five feet, at the most.

Markel and Lawwill had their own little hassle with first one and then the other bouncing out of the groove. As usual, Markel made no excuses after the races. Bart drove his Flint special into all turns much deeper than any other rider has ever gone. Losing his air cleaner didn't help the tuning any.

Nix is a great little rider. His best efforts to date have come in short track events but is now in the same class with the class of the field with that fine ride at Sac last Sunday.

Don Hawley turned in a great job of riding in the heat race up at Sac and only some problems with other riders in the turns kept him from a high finish.

Swede Savage filled in for George Roeder and was on his way to the final in the heat race until "bugs" set in. It seems as though Roeder was busy back in Ohio getting himself married.

It was curtain time for Gerry Seguin as an Amateur and he made it a good one for all but the last lap. His time trial and heat race runs were Amateur classics as were nine of the ten miles in the feature.

John Carter was the surprise of the Amateur class when he came back twice to finally grab the win with a super smooth ride on the Jack Hately BSA.

Nix, Tanner, Markel, Lawwill, Nixon and early in the race, Romero, put on the best main event ever recorded at Sacramento. It now rivals the now departed Springfield for mile track action. Too bad we don't have a couple more events out this way on the big, fast miles. Could well happen in '67.

Aggie threw a short track race at the Sacramento fairgrounds on Saturday night on what has to be the shortest track ever run. It was a thrill show from start to finish with the fans sitting right on top of the well-lighted action. A couple of Novice riders really surprised some of the veterans.

Last Ascot 2-Header this Friday

The last Ascot double-header night show runs this weekend with half milers on Friday and the TT boys going under the lights for the last time. The TT's then switch to daytime events.

And Now. . . S.G.V.

With Ascot going to daytime TT events the new San Gabriel Valley Speedway has its grand opening on Saturday night, October 8th with a night TT that features not one, but two jumps.

Track owner Will Tice says that he will continue to run TT races every Saturday night as long as the weather holds out and then switch to day TT's at least twice a month during the winter. This means that professional riders can look forward to running next year every Saturday night at the new Irwindale track.

Tice also has a dirt oval on the outside of the TT track but will wait till later to see what he will run and when.

Indoors Too

Short track riders should start getting ready as Long Beach and San Francisco are going to start indoor short tracking with a bang under the AMA banner in a few short weeks. Long Beach Arena will open its second season with two nights of indoor on November 18th and 19th. San Francisco and the Cow Palace comes in a few weeks later.

Nixon to Nippon

Gary Nixon heads for Japan this week to ride in a road race. The first top American rider since Nick Nicholson will get a chance to show what the really top rate American riders can do. Will have more on this later.

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Hi Booots Return to Dehesa

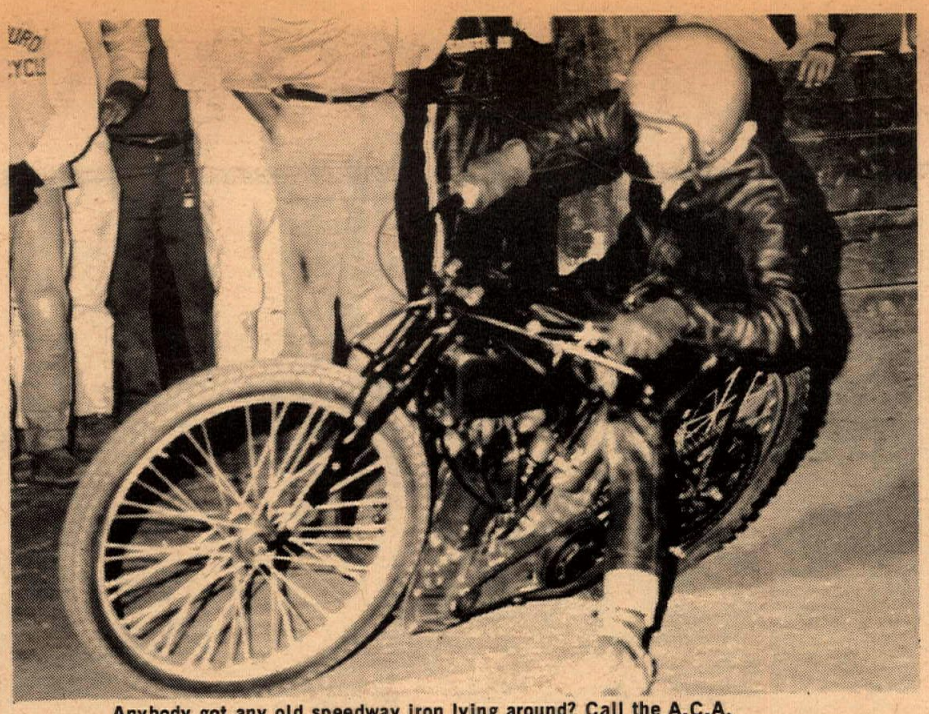
By Steve Fisk

The Hi-Boots of San Diego staged one of their (as usual) well run TT Scrambles on September 18, at the beautiful Dehesa track near El Cajon. Competitors and spectators were few because of the nearby Carlsbad road race. Many of the "old standbys" were partaking of the national meet. These would include, Bill Silverthorn, Don McCarley, Harry Hayes, Chuck Baker, and several members of the Open Expert class.

Myron Carter (16 years) went to win the 250 Expert class, beating local favorite Dick Mills.

Leo St. Germaine showed up in his first race in five months since he destroyed his Triumph.

(Results on page 20)



Anybody got any old speedway iron lying around? Call the A.C.A.

COOLIES COLUMN

By Wes Cooley

We're more than happy to see so many fans of short track racing becoming interested in the old Speedway JAP bikes. Last Thursday night at South Gate two JAP's were again brought out for several laps of exhibition racing and two or three hundred fans were so interested in seeing these bikes run that they hung around after the show to see some of the young and up-coming riders try out the speedway bikes. Of course some slight modifications would have to be made to the course in order to put on an excellent speedway show, but we have been assured that this could easily be accomplished. It looks as though we will definitely be running speedway or 500cc rigid single cylinder machines next year at South Gate Raceway. In the meantime, many riders are gaining experience by demonstrating the JAP equipment. It, naturally, is unfamiliar to most of the local riders, since this type of equipment really has not participated since the banning of speedway machines by the AMA in 1948.

If anyone has a speedway machine or is interested in speedway racing, they are cordially invited to come out Thursday night and participate in the demonstration, exhibition events.

International Moto Cross Comes to California

I have been requested by the few readers I do have to announce what the big secret was I mentioned in my column several weeks ago. The big secret was that the Dirt Diggers, who have been promoters of Corriganville (now renamed Hopetown) event will be running under the A.C.A. sanction this year. In the 250cc and the 500cc international events, there will be a $1000 guaranteed purse for both of the events. To further clarify any rumors or misunderstandings anyone might have, you do not need an ACA license or an FIM license from any association to ride in any of the races, other than the two International events. The other events are to all motorcycle competition associations or just plain riders.

The only requirement is that you must hold an international license to compete in the 250cc and 500cc international events. In the regular 250cc and 500cc events, no license from any association is required. If anyone has any questions or would like anything cleared up about the rumor going around that you must belong to the ACA to compete in this event, please contact the A.C.A. office. (See below.)

This year the event will be covered by television as well as some of the national publications and we cannot see how helping promote international racing can harm motorcycling in this country. In fact, we feel it will only help motorcycling to become the accepted sport it already is in Europe.

Carlsbad Example Bad?

In the past, I have made many caustic remarks concerning the AMA and its rules and regulations. I have only done so when I felt the AMA was not fair in their rules or in their decisions, but I do feel this last week's championship road race event at Carlsbad Raceway deserves some type of comment. I'm not quite sure what would be the proper words to use, other than I feel most of the fans who went to the event and paid $4.00 (and $1 more to sit in the grandstand) were more than disillusioned.

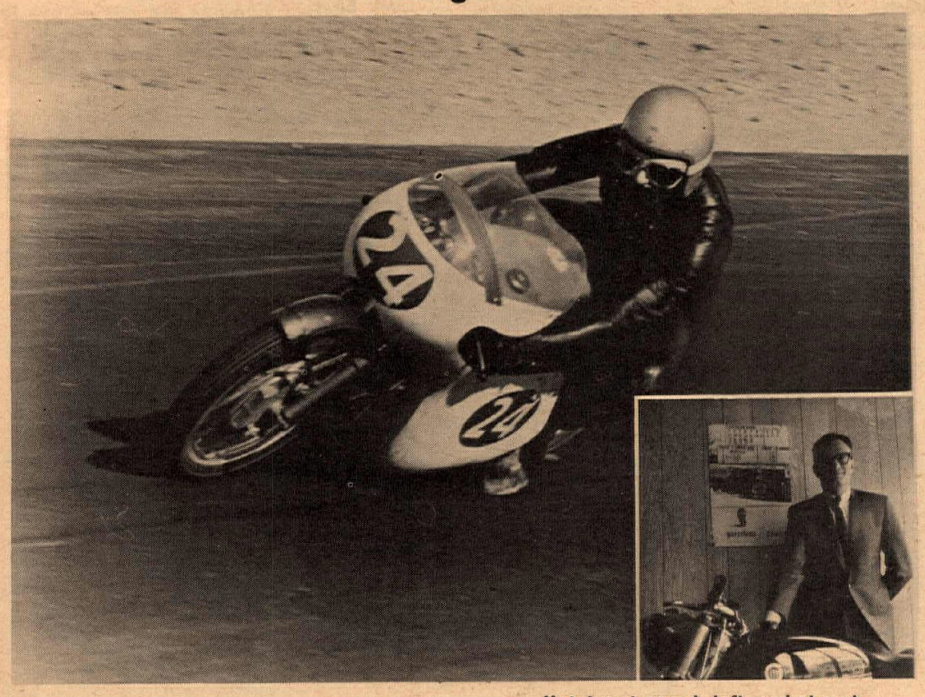
The motorcycle sport of road racing such as was held at Carlsbad was really not a good example of road racing. I assure you that road racing can be (no matter who throws the event, AMA, ACA, AFM, etc) a lot more exciting than was witnessed at Carlsbad. The lack of rider entries and the lack of a novice class, I think, greatly depreciated the excitement and competitive spirit which should be present at a National event. I don't mean to say that the riding ability which was displayed was in any way inferior. There were some tremendous competitors, the riding was excellent, but the course and the lack of riders was very discouraging. I think Mr. Belond, the owner of Carlsbad did an excellent job of preparing the course and adding to the spectacle and the atmosphere of the event. Cleaning off the asphalt in several of the turns greatly improved the adhesion of the course and we feel the owner and co-promotor of the event did more than most track owners would do in order to try to make it a success.

Vesco OK

The long time delays, as much as 30 minutes between events, certainly were not conducive to spectator interest. I do think there was a great oversight in Rocky Rockwood's column last week. I know many of the fans were interested in Don Vesco's condition, since he was knocked down and run over and was taken to the hospital. Don was very fortunate and only suffered a broken wrist. It seems rather strange that Don was ignored in the write-ups concerning the event. He might not have learned his road racing with the AMA, but he is an excellent racer and a real competitor, and I think it was a deliberate insult to this competitor to be completely ignored in the reporting of this event. Don Vesco was the first rider in the United States to ever win an internationally sanctioned Grand Prix event (the United States International Grand Prix at Daytona Beach in 1963).

For general information, if any riders are going to participate in the Hopetown (Corriganville) Simi Ranch event on the 19th and 20th of Nov. you must have an FIM license to participate in the 250cc and 500cc international events. This license must be obtained or applied for prior to the event. The international license can be applied for through the ACA office, P.O. Box 247, Fullerton, California or an application may be phoned for by calling (714) 847-7629.

New Sales Manager For Montesa



Hetzler at speed, left, and at rest.

Kim Kimball, President of Montesa Motors, Inc., announced his company has appointed David Hetzler as General Sales Manager.

In his new position Hetzler will head Montesa sales, sales promotion and advertising throughout the United States.

Hetzler was previously a District Manager in Northern and Southern California for Yamaha International. Prior to his association with Yamaha, Hetzler was Retail Manager of one of the largest Honda dealers in Southern California.

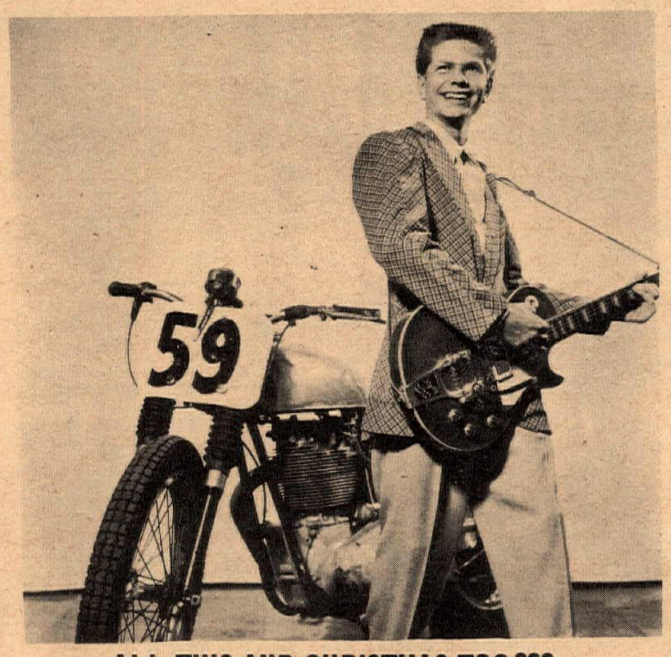
Dave started riding motorcycles at the age of 14. He was one of the first AFM racers in Southern California and has been in competition throughout the country. His wins have been consistent and impressive; third place honors in the 1962 Daytona classic; three time winner at Santa Barbara in 1964.

FIRST INTERNATIONAL MOTO CROSS CHAMPIONSHIP POINTS EVENT IN THE U.S. TO BE HELD IN CALIFORNIA

For the first time in History, an international moto-cross event counting for world championship points will be held in the U.S. at Simi Ranch (formerly Corriganville) near Santa Susana. November 19 and 20 will be the dates.

Promoters are the DirtDiggers M.C., assisted by Wes Cooley of the American Cycle Association. Track owner Bob Hope, the famous comedian, insisted on a very large insurance policy before he would okay the use of his property for the race. Cooley was able to obtain the insurance without having to fence the course, as other insurers required.

American riders will **not** be required to belong to **any** racing association to compete in the sportsman events. A professional cards from any association will be honored for the pro events, and a license from any F.I.M. affiliated club is needed to ride the World Championship Points races (250cc and 500cc).



ALL THIS AND CHRISTMAS TOO???

The winners in Cycle News "BIKE OF YOUR DREAMS" contest will be announced December 22 ... so that the lucky contestants will know in advance that Santa Claus is really going all the way for them this year. First Prize Winner in Cycle News big contest for subscribers is the make and model motorcycle of his choice, Second Prize Winner has a choice of a brand new Honda or Hodaka.

The Fifty Runners Up (count 'em, FIFTY!) will get a special present from another well-known winner, the Nation's #1 Flat Tracker, Sammy Tanner ... swinging and singing his famous recording of "The Flyin' Flea".

Don't miss this great chance to make this the greatest Christmas you ever had! If you are now a subscriber to Cycle News send in the contest entry blank today ... if you are NOT a subscriber you are missing a lot besides the chance to enter the contest, so get busy! See contest rules and entry blank on page 19...

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'500' MILE JACK PINE NATIONAL

Story and photos by Perry Fields

At 5:30 a.m. on Sunday, September fourth, 576 motorcycles from all over the country pulled out of Lansing, Michigan headed for the little town of West Branch 250 miles away.

Between Lansing and West Branch, the spinning tires of just about every bike made from a Sears, to Harley-Davidson would churn the water of the Grand River, the deep sand at Evart, the muck of the Beaver Dam and dig up the trails of the great north woods. Many riders were disqualified at Block and Tackle Hill, and at Fiddlers Elbow.

Only 346 machines made it to West Branch, and Monday morning just 318 bikes left for the return trip to Lansing another grueling 250 miles to the south.

The white sands just outside of West Branch put a few machines out of commission, but most made it through in good style. Then came the rough Rifle River which, for a change, didn't live up to it s reputation this year. There were many more obstacles between the riders and Lansing and only the strong-willed and well-prepared finished at Lansing.

At 5:00 p.m. the first machine started rolling into the finish and the parade of tired cyclists continued for several hours until 277 finishers (out of the original 576 starters) had passed through the final check.

Late Tuesday afternoon the results were out and John Penton of Lorain, Ohio was named the winner with 987 points. The man now called the Grand National Champion did the job on an Husqvarna...shaving the second-place winner, Bill Baird, on a Triumph by two tight points. Not one of last year's champions made it to the winner's circle this time.

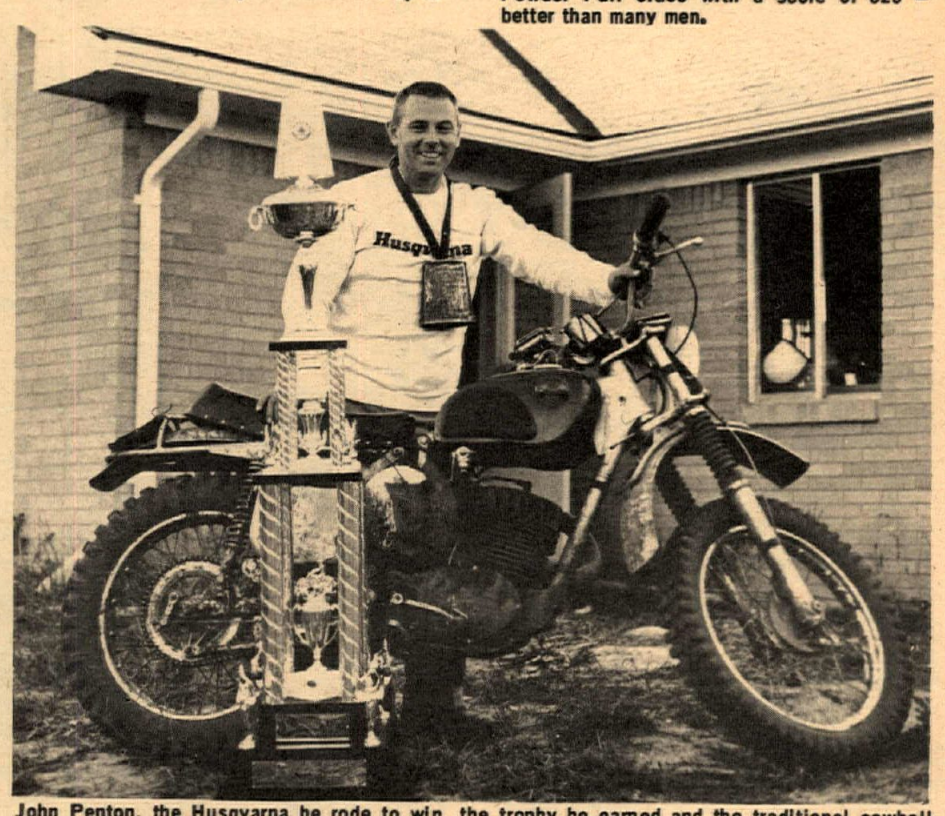
Jim Johnson of California blasts his Triumph through the seemingly endless sandwashes of Evart.

Louie Zoch pushes and passenger Art Bentley helps as sidehack meets Grand River waterloo.

Californian Earl Roeseler dives into the infamous Rifle River which this year didn't live up to it's reputation.

Lucy Stratton splashes her way across the Grand River on her way to a win in the Powder Puff class with a score of 825 — better than many men.

Above: California's Don Kemp and passenger slosh through a muck hole on way to Grand River bath. Below: Jim Thompson of California riding a Triumph through the Rifle river riffles.



John Penton, the Husqvarna he rode to win, the trophy he earned and the traditional cowbell indicating that he is the man everyone will have to chase next year.

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September 25th, 1966

TIME:: 13 min. 37.33 sec.

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5th Markel

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Weekends on Wheels

By Peter Rachtman

(Ed. Note — This is the first in a new series of columns designed for the casual motorcyclist. Emphasis will be on how to get more enjoyment from our fast-growing sport. Things to do, places to go, and personalities in motorcycling will take precedence over compression ratios, valve timing and other technical aspects.

Peter Rachtman is a 27-year-old Personal Manager, handling a variety of entertainment personalities. During the past few years he has somehow found the time between producing more than two hundred concerts and several plays to become an avid motorcycle enthusiast. He is also an accomplished pilot, with several hundred hours in his log book, including two cross-continental solo flights in single engine aircraft.

When we had an opportunity to visit him recently in his plush Sunset Strip offices, we were surprised to find him reading "Cycle News" tucked inside the latest copy of Variety.)

****

Our sport is mushrooming so rapidly there now is an entire new breed of cyclist. Many of the newer riders are the "weekend" or "white collar" enthusiasts who have never competed in a race, (and probably never will), never changed a spark plug, and due to the reliability of the modern motorcycle, have ridden many thousands of miles without ever getting their hands dirty.

This column is designed primarily for this "new breed" of motorcyclist. We will be bringing you news and non-technical reports on new products and equipment and attempt to show you ways to get more enjoyment out of motorcycling. Every few weeks I'll be taking a one-day or weekend road trip and will give you a complete log with places to visit, the most scenic routes, and interesting rest-stops along the way. (Someone suggested that we call this section "Cycle-Delics — The Trip of the Month").

I will attempt to cajole the manufacturers into loaning us a different bike for each trip so that I will be able to give you a "road impression" of various machinery available. This report won't be filled with compression and gear ratios, but rather a report on how the bike handles, its speed, comfort, economy, etc.

****

TALK ABOUT HARD LUCK DEPARTMENT — "Stagecoach" star Alex Cord is an avid street and dirt rider who should never get off of a motorcycle. Every time he does, someone steals it! He has lost three new Triumphs since the first of the year. Perhaps I should say "two new Triumphs" because the last thief wasn't lucky enough to get away.

Alex was riding with Jerry Hellman (the producer of "A fine Madness") and they parked their bikes for a spell along Pacific Coast Highway in Malibu. While talking with some friends, Alex heard a familiar sound and looked up in time to see a teen-ager astride his bike trying to start it, and Hellman's bike being driven off into the sunset. Alex, who used to be a rodeo stunt man, started chasing his bike (and the thief) down PCH, and brought both of them to the pavement with a spectacular flying tackle. The thief was arrested, Alex got his bike, and all ended happily—except for Jerry Hellman, who still hasn't recovered his motorcycle.

****

So many people I know have had their motorcycles stolen lately, that I decided to do a little checking into the actual statistics and found the problem has reached monsterous proportions.

Officer Hugh Polkinghorne of the California Highway Patrol has recently checked with Sacramento regarding motorcycle thefts and told me that while motorcycles represent only 2.41% of the total registered motor vehicles in the state (this includes all vehicles—trucks, buses, cars, etc.), 5.9% of the total thefts are motorcycles. This is approximately 2½ times the rate for all vehicles. However, the real shocker is that while 85-90% of vehicle thefts are recovered, only 25% of the motorcycles are ever returned to their owners. Twenty-seven per cent of the total un-recovered vehicles on the books in Sacramento are cycles!

I then discussed the problem with Jack Snyder, General Manager of Bud Ekins' shop in Sherman Oaks and was surprised to find that one of the big causes for the tremendous number of thefts is that one 24¢ key, that can be purchased in most motorcycle shops, will fit most English motorcycles built prior to 1966. Fortunately, manufacturers are now attempting to remedy this by building better locking systems on their newer models.

The main reason that so few bikes are ever recovered is that many of them are never ridden on the streets after they are stolen. Many are dismantled and used for parts, and still more are stripped down and converted for dirt use. This is probably the greatest crime of all — most motorcycle thieves are not in it for the money — they are actually riders who are trying to increase or repair their rolling stock!

The number of thefts are already so high, most insurance companies will be raising their rates within the next year.

Probably the only preventative measure that we can take is to carry a chain or cable lock and "double lock" your bike whenever you park it. I know it's a nuisance to carry that extra lock...I do, and all of you who are losing your bikes are really playing hell with my insurance rates.

****

Next week, we'll bring you our first "Cycle-Delic Road Trip" and I'll report some adventures and misadventures on a Suzuki X-6 Hustler.

NEWS FROM NEVADA

By Reg Sheldrick

The Stellar pre-sentation of the Ground Shaking M.C. club of Las Vegas, featured 11 rounds of desert dueling at the squared off arena in the dirt off Spring Mt. Rd. The gong sounded for the first round at 8:30 am, with 22 contestants dicing for the Southern Nevada European Scrambles Championship title.

After 11 rounds of rough riding, Max Switzer and his Galloping Greeves outpointed his fellow warriors by virtue of lapping the field, won the whole stick and went home with the title. Max was timed over the last 4 go-go rounds in 3 mins and 15 sec's. Closest rival most of the way was Bill Hill, who, if he hadn't fallen, would have been a close finisher. Bob Tooley, riding a Yamaha for Art's M.C. Shop, led the little bikes around and took 1st in his class. The arena was well laid out and most of the action could be seen from the hills.

Speaking of hills, Max Switzer shipped his Bultaco to the hills of Calif. and will finish the season on his Greeves. Second overall spot in the scrambles went to Terry Griebel, Bultaco mounted, 3rd to Greeves rider Bill Hill. Class Winners were, Lonnie Lawrin, Yamaha, 250 Nov; Keith Neilson, open, BSA; Bob Tooley Yam; 100cc Sr. Danny Darland, Hodaka, took the 100cc Jr.

Sport and Safety Week-end in Las Vegas

Four m/c events precede the BIG scrambles at Sunrise Speedway this weekend. For those of you who have not seen the posters, Cycle Action Theater starts the week-end with motorcycle racing movies Fri. nite Sept. 30th 8 p.m. at the Gold Room of the Convention Center.

The Las Vegas Jr. Chamber of Commerce will hold a motorcycle safety inspection starting at 8 a.m. at the Convention Center parking lot. Motorcycles will be test ridden by the members of the Southern Nevada M.C. Racing Association.

A road ride leaves the center at 2:30 p.m. led by the Shrine Motor Patrol, to Day Dream Ranch. Swimming, dancing, western show, ranch dinner, and night hayride are on the menu.

Sunday's events start off with a poker run. Seven trophies were given by each of the local m.c. shops. The run ends at the Sunrise Speedway. Two sky-diving parachutists will drop into the track carrying the flags for the starter.

Miss Betty Hutchison, of the Folies Bergere show, playing at the Tropicana Hotel, will be the Trophy Girl for the day. The Mint Hotel has given a large trophy for the sweepstakes race and a showgirl to present it.

A free cocktail party at Honest John's and Lucky (free) nickels to all competitors and their friends, after the race. If you have any camping gear, bring it along and camp free overnight at the Day Dream Ranch. Just tell them at the gate that you're racing Sunday, and you have the use of the grounds.

We expect over 100 out of town entries! Will you be one ?? Contact me at 382-8156(702) for further info.

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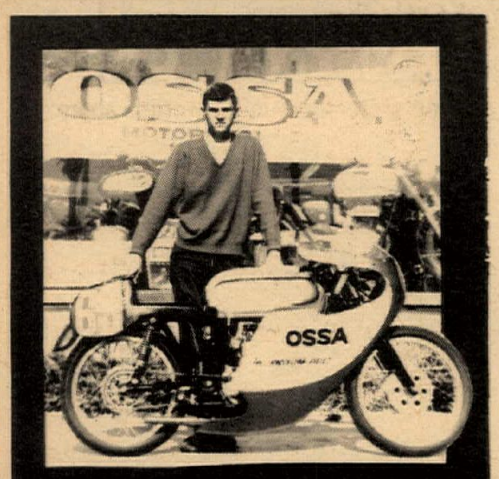

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DRAG RACING

(Results on page 21) By Bob Ebeling

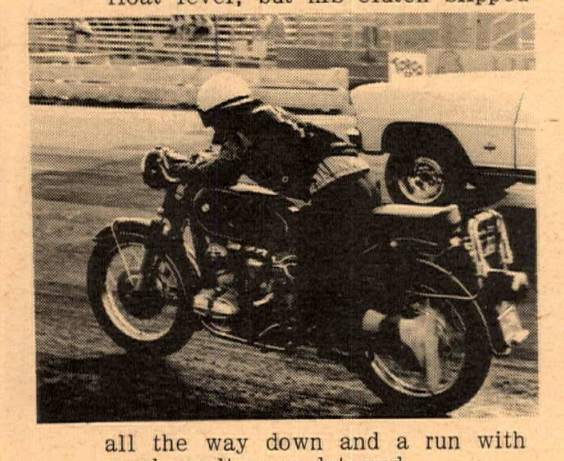
After the long seige of big bike drag meets, this weekend seemed like an echo chamber with only the last sounds faintly heard. But the Friday meet at Lions showed that some new noises are going to be made. Sonny Raslawski and Millard Disharoon each tipped the nitro cans in their individual ways and each ended the day with a different note.

Disharoon was the first out for a try at the quarter mile on a fuel burning Harley-Davidson and everything went fine until "Dish" reached the lights. When an attempt was made to shut down, the engine was dieselizing and this gave a rather definite sign that the fuel-air ratio was a little lean.

Sonny Raslawski's Harley was brought out for the next try and when he was towed to 30 miles per hour he cast off and dropped the clutch to fire. For an instant the engine seemed to seize and then broke free, but there was no sign of life from his engine and the bike rolled to a halt.

When back in the pits, Sonny pulled the Harley's barrel and head to find numerous bits and pieces, with a rod that was shaped like his first initial.

Disharoon came forward for another try after changing the carbs' float level, but his clutch slipped



all the way down and a run with good results was deterred.

Disharoon promises to be out next week while Sonny says "soon".

GAS DRAG BIKES

Only three gas drag bikes were entered in this division at Lions but were loaded with inches and the third was some 60 inches smaller.

Peterson's twin-engine BSA was matched against Utterback & Muller's Harley-Davidson. In the elimination for class trophy, Harley-Davidson scorned the double muscle of BSA and took the win turning 13.61 seconds E.T. shutting off early with a speed of 87.71 miles per hour.

John Moreno was all alone in D gas and turned 16.54 — 81.66 mph on his Bultaco.

STREET CLASSES

A little private war between Don Bower and Grant Hannah seems to be developing for the C street bike trophy. Their 650cc Triumphs are almost identical twins in both looks and performance. This week Don Bower took the trophy by a big margin and Grant Hannah now knows that the fuel flows better with the pet-cocks open.

Robert Long's 450cc Honda defeated two 30.50 Triumphs for his class trophy and Chris Jorgensen won the F street gold with his Bultaco turning an elapsed time of 16.05 seconds at a speed of 80.64

Jeff Brown was a busy little fellow in two classes, winning E street with his 305 Honda and G street on a 160. Jeff gives the impression he likes drag racing.

IRWINDALE—"Black Knight" Wins Easy

Three bikes filled the ranks in competition for top fuel at Irwindale but the actual race was narrowed to two, when Boris Murray and Jim Cook stripped their gear box cogs on the fabulous twin engine Triumph.

Don McEvoy's Triumph and Bob Micheals' "Black Knight" Harley were the remaining two and the race was on. When the bikes were staged, McEvoy's rider, John Hughes, moved too soon and drew a red light. The win was given to Micheals without a race.

TOP GAS—Red Light Victims

Smith and Butterworth were running their Harley on one cylinder due to a bad coil, but they still managed runs in the 12-second realm. It looked as though the expense for a new ignition set-up would be covered when the final round was staged. The competitor "Dark Horse" was Ron Knapp's 250cc Yamaha that was making low 13 second runs.

Again the red light flashed on in the final top money race and this time Smith and Butterworth were the victims. Ron Knapp took top gas at the speed of 98.77 miles per hour with an elapsed time of 13.23.

TOP STREET

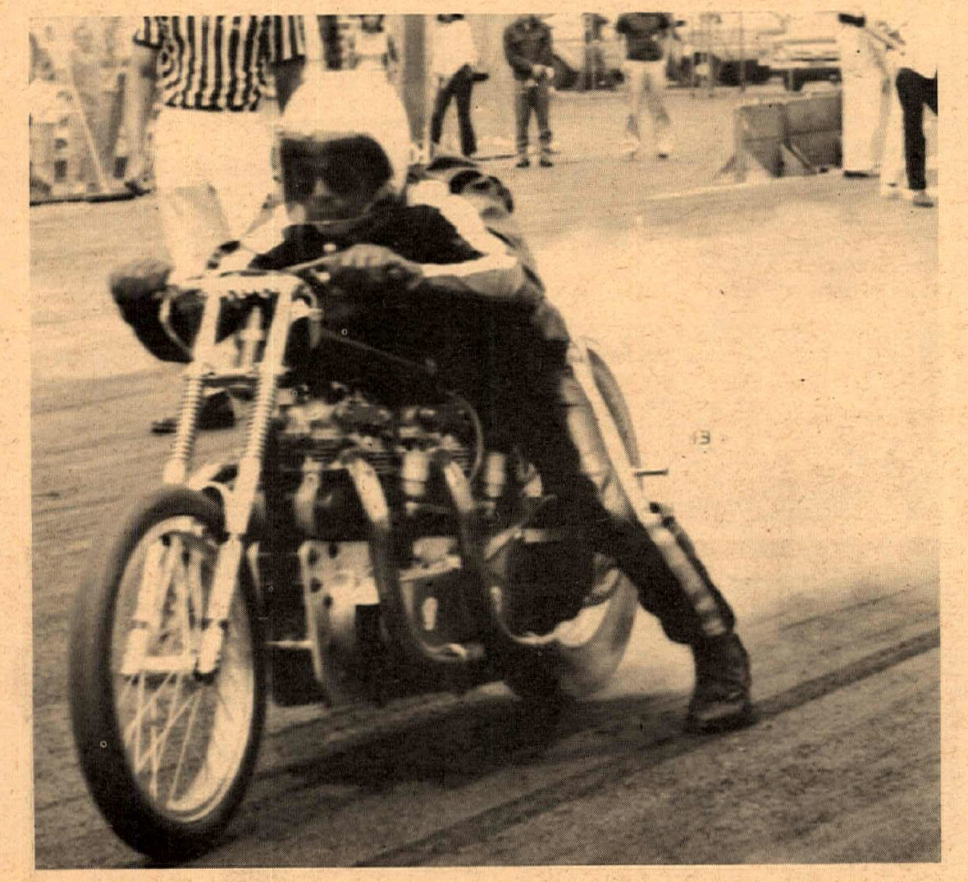
Sal Estrada had watched the two previous money races and planned to not become a similar victim of error. He carefully staged his Harley-Davidson and left when the christmas tree was green to win top street turning 12.93 E.T. and 101.80 mph.

It will be interesting to see how many competitors drop their guard after this week's example and become Red Light victims next time.

NEWS FLASH

Lions Drag Strip will no longer run on Fridays, but will change the day of Cycle competition to Sundays. Next week, October 2nd, the gates will open at 9:00 a.m. with qualifying ending at 12 noon.

A new twin engine Triumph is being built by Don Harris and it is already well on the way to completion. Will Triumph be the only regular twin engine Fuel burning competitor or will some other breed of twin engines have the can put to them, or who, if anyone, will build another West Coast twin engine Harley-Davidson?



Jim Cook smokes the Murray & Cook Triumph double off the line at Lions. Photo by Don Durbin.

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RESULTS

JACK PINE 500 MILE NATIONAL ENDURO
September 4, 5, 1966

GRAND CHAMPION	Score
John Penton, Lorain, Ohio	Hus 987

CLASS A CHAMPION	
Wm. C. Baird, Sterling, Ill.	Tri 985

CLASS B CHAMPION	
Forest Stahl, Muncie, Ind.	Hon 954

FLY WEIGHT CHAMPION	
Ted Schwartz, Chicago, Ill.	Hon 938

CLASS A – FLY WEIGHT	
Dan Joslyn, Lansing, Mich.	Hon 878
Wade Ward, Millington, Mich.	Bul 601
	Miles
Ernie Wissler, Ottumwa, Iowa	Hon 358
Bob Maiers, Lansing, Mich	Hon 276

CLASS B – FLYWEIGHT	Score
John Thomas, Morenci, Mich.	Hon 828
John Sandey, No.Adams, Mich.	Hon 805
Tim Hoffman, Huntington, Ind.	Hon 802
D.B.Jandebeur, Tulsa, Okla.	Hon 801
Bob Bulmer, Morrice, Mich.	Hon 729
Larry Maiers, Lansing, Mich.	Hon 594

CLASS A – BANTAMWEIGHT	
Richard DeGraw, Cedar S., Mich.	Tri 975
Ray Kussmaul, Lansing, Mich.	Tri 967
Robt. Towne, Amherst, Ohio	Suz 957
Ger. Pacholke, East Lake, Ohio	Hon 955
Jim Bucks, Lansing, Mich.	Bul 941
Roger Kussmaul, Lansing, Mich.	Tri 931
Paul Cole, Pt.Gibson, N.Y.	Hon 924
Everett Wright, Somers, Conn.	Tri 923

CLASS B – BANTAMWEIGHT	
Bruce Hornbeck, Lansing, Mich.	Tri 920
Roger Bates, Williamston, Mich	Hon 917
Merle Pryor, Albion, Mich.	Tri 911
Jon Glassel, Fenton, Mich.	Bri 902
Bob Hodge, Pittsford, Mich.	Hon 886
Myron Boatman, Lansing, Mich.	Tri 876
Sidney Wells, Ypsilanti, Mich.	Tri 869
Gordon Lambdin, Tipp City, Ohio	Bul 868
Arl Altman, Culver, Ind.	Mon 854
Jas. Jones, Indianapolis, Ind.	Bul 842
Allen Adams, Muncie, Ind.	Hon 839

LIGHTWEIGHT CHAMPION	
Lester Peckham, Dewitt, Mich.	Bul 982

CLASS A – LIGHTWEIGHT	
Deloss Aldrich, Ft.Wayne, Ind.	Gre 977
Bernard McGovern, Gd.Rap., Mich	H-D 963
Sal Scirpo, Hartford, Conn.	H-D 961
Jake Kolassa, Lansing, Mich.	Gre 959
Wm. Decker, Kinnelon, N.J.	Gre 951
Dale Schmutsler, Staunton, Ill.	Bul 949
Harold Denney, Huntington, Ind.	Gre 940
Fred Harmon, Lansing, Mich.	Zun 938
Robt. Ray, Brook Park, Ohio	Gre 937

CLASS B – LIGHTWEIGHT	
Ken Bronson, Owosso, Mich.	Bul 926
Terry Maier, Sugar Grove, Ill.	H-D 919
Richard Watson, Utica, Mich.	Yam 912
Carl Patterson, Gary, Ind.	Bul 907
Ken Sawday, No.Adams, Mich.	H-D 904
John Harvey, Jackson, Mich.	Hon 897
Maurice Cole, Charlotte, Mich.	Bul 896
Howard Ayers, Loveland, Ohio	Mai 886
Sylvin Stockman, Pittsford, Mich.	Bul 882
Jas.Helling, Lockport, N.Y.	Gre 872
Don Pummell, Centerville, Ohio	Bul 872
John Roser, Gary, Ind.	Bul 870
Ken Pellor Jr., Elmira, N.Y.	H-D 867
Jas. Maroney, Newburgh, N.Y.	Gre 841
Richard Wilkins, Bath, Mich.	Bul 832

LT.MED. WEIGHT CHAMPION	
Jos.Charlie, Lansing, Mich.	Mat 979

CLASS A – LT. MED. WEIGHT	
Geo. Charlie, Lansing, Mich.	Mat 943
Herb Kunze, Flint, Mich.	Mat 934
Willard Root, Williamston, Mich.	Mat 927
Wolfgang Kruse, Urbana, Ill.	Hon 926
Geo. Talcott, Clyde, N.Y.	BSA 925

CLASS B – LT. MED. WEIGHT	
Jack Boegner, Marlette, Mich.	Mat 900
Ronald Wiggle, Livonia, Mich.	BSA 854
Grant Gillaspie, Lincoln Pk, Mic	BSA 843
Allen Cox, Flint, Mich.	Mat 839
Bud Leipold, Ottawa, Ill.	BSA 811
Renny Strackany, Elgin, Ill.	BSA 768

MED. WEIGHT CHAMPION	
John Young, Alsip, Ill.	BSA 978

CLASS A – MED. WEIGHT	
Eugene Esposito, Brooklyn, NY	Tri 969
David McCall, Pittsburgh, Pa.	Tri 969
Geo.Ellis, Cobalt, Conn.	Tri 964
Chas.Stapleford, Jr.St.Geo., Del.	Tri 962
Piet Goonstra, Buchanan, NY	Tri 960
Jas.McCabe, Markle, Ind.	Mai 959
Dick Brown, Ashville, Ohio	Tri 957

CLASS B – MED. WEIGHT	
Glen Arden, Goodrich, Mich.	Mat 938
Jack Peebles, E.Jordan, Mich.	Mai 936
Thos.VanEpps, Holt, Mich.	BSA 936
Tony Miller, Warren, Mich.	BSA 930
Dennis Feltenberger, Coneut, O.	Tri 919
Eldon Burley, Holt, Mich.	Tri 916
Dean Webster, Owosso, Mich.	Tri 909
David Knutson, Valparaiso, Ind.	BSA 897
Terry Hodges, Lansing, Mich.	Tri 897
Robt.Peck, Evansville, Ind.	Tri 891
Charlie Brown, Los Angeles, Cal	Tri 890
Jon Peppel, Jackson, Mich.	Tri 888
Francis Honeck, Ann Arbor, Mich.	Tri 887

LT.HVY. WEIGHT CHAMPION	
Ronald Bohn, Pittsburgh, Pa.	Tri 967

CLASS A – LT.HVY.WEIGHT	
Fred Leach, Farmington, Mich.	Tri 954
Will Guy, Holyoke, Mass.	Tri 948
Siegfried Langer, Rochester, NY	Tri 937
Robt. Grewe, Dundee, Ill.	Tri 911
John Steen, Alhambra, Calif.	Tri 898
Richard Stapleford, St.Geo., Del.	Tri 889

CLASS B – LT.HVY.WEIGHT	
Bruce Cornell, San Diego, Cal.	Tri 886
Eddie Brummette, Charlotte, Mich	Tri 884
James Price, Lansing, Mich.	Tri 855
Russ Wieferich, Alma, Mich.	Tri 852
James Cowie, Warren, Mich.	Tri 780
Gerald Gross, Millington, Mich.	BSA 706
Gary Wallen, Culver, Ind.	Tri 694
Melvin Bohn, Pittsburgh, Pa.	Tri 690

HEAVY WEIGHT CHAMPION	Miles
Marvin Church, Elwell, Mich.	H-D 253

CLASS A – HEAVY WEIGHT	
Dean Potter, Peoria, Ill.	H-D 67
Gerald Kiesow, Elliott, Ill.	H-D 26

CLASS B – HEAVY WEIGHT	
Jerry Harris, Dundee, Fla.	H-D 253
Roger Bacon, Erie, Mich.	H-D 175
Albert Mataya, Fremont, Ill.	H-D 131
Marvin Ballard, Maybee, Mich.	H-D 131

SIDECAR CHAMPION	Score
Niles McLoda, Hillsboro, Ohio	
Henry Miller, Pass.	H-D 671

CLASS A – SIDECAR	
Dewey Wertz, Wheeler, Mich.	H-D 645
Merlin Wertz, Pass.	
Ralph Johnson, Waterman, Ill	H-D 642
Keith Simpson, Pass.	Miles
Arlin Cloyd, Litchfield, Ill.	Tri 293
Lonny Cloyd, Pass.	

CLASS B – SIDECAR	Miles
Bob Crummel, Comstock, Mich.	BSA 316
Karl Elliott, Pass.	
Alton Story, Athens, Ohio	Tri 282
John Robinson, Pass.	
Fred Krummel, Donaldson, Ill.	H-D 269
Krummel, Pass.	

BUDDY CLASS	Score
Bruce Howe, Crete, Ill.	Tri 916
Don Romig, pass.	
Chas. Fischer, Elgin, Ill.	Hon 897
Robt. Wymore, pass.	
Bruce Armsbruster, Ann Arbor, Mich	
Norbert Honeck, pass.	Tri 833
Earl Noss, Jackson, Mich.	Tri 812
Joell Johnson, pass.	
Edward DePew, Hastings, Mich.	Tri 600
Robt. Hula, pass.	

SENIOR CLASS	
Bernard Slack, Canton, Ill.	H-D 936
Marvin Cutler, Dearborn, Mich	Mat 900
Harry Molloy, Owosso, Mich.	Mat 899
Herb.Gunninson, Louisville, Ky.	Tri 894
Seibert, Lewis, Pittsburg, Pa.	BSA 876
Earl Mithcell, Portland, Mich.	BSA 837

POWDER PUFF CLASS	
Eleanor Stratton, Pittsford, Mich.	Tri 825
Karol Noss, Jackson, Mich	Tri 760
Connie Thomas, Morenci, Mich.	Tri 539
	Miles
Dot Dowling, Adrian, Mich.	Hod 136

OFFICIAL RESULTS
LOS ANCIANOS EUROPEAN SCRAMBLES
September 11, 1966

OPEN EXPERT	
*R. Hansen	Tri
*Z. Prather	Mat
B. Henry	Tri
J. Stemmer	Tri
P. Nowakowski	Tri
D. Lance	Tri
D. Finan	Hon
D. Woods	Hon
G. Admire	Hon
S. Cooper	Hon
P. Raby	Nor
N. Ussery	Tri

OPEN NOVICE	
*E. Geldreich	Hon
*F. Williamson	BSA
H. Backer	Mat
S. Stems	BSA
C.O. Hytten	Tri
E. Walker	Tri
J. Everly	BSA
E. Empson	Tri
R. Stark	Tri

250 EXPERT	
*M. Smith	Husky
*N. Modesett	Jam
J. Willis	CZ
D. McCarley	Gre
G. McElrath	Bul
E. Rosa	Bul
F. Roach	Bul
S. Lange	Mon
M. Gooding	Mai
B. Waggoner	Gre
G. Batchelder	Jaw
H. Hayes	CZ
S. Kenyon	Mon
B. Lange	Gre

250 AMATEUR	
*A. Lewis	Husky
R. Eckhart	Mon
L. Slaughter	Gre
E. Martony	Mon
F. Angelo	Bul

250 NOVICE	
*D. Smith	Husky
*M. Robinson	Gre
*S. Colvin	Bul
J. Wutzke	Duc
J. Andrews	Duc
J. Collim	Gre
G. Gast	BSA
J. Davis	Bul

200 NOVICE	
*M. McManus	Gil
J. Coulson	Tri
R. Roll	Bul
M. Stevens	Bul
C. Drake	Bul

100cc EXPERT	
*C. Baker	Zun
W. Hosaka	Hod
E. Geldreich	Bul
R. Jones	Hod
S. Whitten	Yam
S. Frost	Hod
B. Krener	–

100 NOVICE	
*B. Deutschman	Zun
*C. Grizzle	Hon
*L. Williams	Hod
B. Frauenberger	Suz
B. Norgaard	Hod
A. Maraim	Hon
B. Willis	Hod
A. Slocum	Hod
B. Baker	Zun
R. Sommers	Hod
W. Drake	Yam

*Denotes Trophy Winners

OFFICIAL RESULTS
HI-BOOT DEHESA TT SCRAMBLES
September 18, 1966

90cc NOVICE MAIN	
J. Dunn	Bri
R. Fisher	Yam
J. Miquire	Hod
D. Engstrand	Yam
N. Pound	Hon

90cc EXPERT MOTO	
B. Kreneyc	Yam
E. Baker	Hod
W. Hosaka	Hod
R. Fisher	Yam
S. Whitten	Yam

200cc MOTO (All classes)	
D. Mills	Bul
E. Geldreich	Hon
T. Bohler	Bul
G. Luck	Hon
B. Cain	Hon

250cc NOVICE MAIN	
J. Turner	Bul
N. Summey	Duc
L. Pesh	Hon
H. Kessinger	Duc
J. Gast	Duc

250cc AM. EXPERT MOTO	
M. Carter	Bul
D. Mills	Bul
W. Ring & F. Roach	Ben & Bul
M. Gooding	Mai

500cc & OPEN NOVICE MOTO	
G. Graling	Hon
F. Williamson	BSA
J. Smith	Nor
D. Powell	Hon
M. Spurgeon	Tri

500cc & OPEN EXPERT MOTO	
V. Gillihan	Tri
L. St. Germaine	Tri
B. Henry	Tri
J. Headland	Tri

POWDER PUFF MOTO	
C. Chiara	Hod
M. Whitten	Yam
S. Faucher	Yam
C. Holden	Suz
N. Flegle	Hod

DUSTERS HARE SCRAMBLES
Sept. 18, 1966

TRAIL BIKES	
Jack Morgan	Hod
Earl Roeseler	Zun
Rod Robbs	Hod
Wes Anderson Sr.	Hod
Gregg Neilburt	Hod

250 NOVICE	
Al Vanderpool	Hus
Bob Rodine	Hus
Bob Weatherwax	Gre
Chuck Kocsis	Hus

AMATEUR	
Don Watkins	Gre
Hugh Gipe	CZ
Darrell Kilpatrick	Gre
Kim Kimball	Mon

OVERALL EXPERT	
John Coots	Gre
Neil Fergus	Bul
Bill Harry	CZ
Bob Riley	Gre

DUSTERS HARE SCRAMBLES Contd.

175-200 COM.	
Jim Artz	CZ
Robbie Beecher	Zun

350 AMATEUR	
Bill Ramstetter	Hon
Ralph Dahlquist	Hon
J.N. Roberts	Hon
Don Glasgow	Hon

500 NOVICE OVERALL	
Bill Hammer	–
Wes McAllister	Tri
Ken Hart	BSA
Jim Donovan	Tri

AMATEUR	
Dick Gilman	Tri
Richard Braden	Mat

EXPERT	
Bob Ewing	BSA
Ron Fry	Hus
W.C. Hatfield	Tri
Charles Harthorn	BSA

OPEN	
Marrim Steele	Tri
John Beach	Tri
Richard Russell	Tri
Bob Stewart	Tri
Paul Stoneking	Tri

AMATEUR	
Jack Ross	Tri
John Gaetz	Tri
Bob Reddish	Tri
Bill Bradshaw	Tri
Doyle Fields	Tri

EXPERT	
Larry Berquist	BSA
Reed Price	Tri
Lon Peterson	Tri
Gary Preston	Tri
Jack Byers	Tri

Official Motorcycle Records Established at Bonneville Speed Trials
August 21 to 27, 1966 A.M.A. Sanction No. 61325

			Old Record	New Record	Make	Date	Better
C-C-100	17	Robert Sharp	71.706	76.477	Yamaha	27	
PS-C-100	17	Robert Sharp	Open	76.681	Yamaha	25	
A-C-100	100	Ralph Lynde	77.492	79.542	Yamaha	26	27
A-C-100	100	Ralph Lynde	79.542	81.055	Yamaha	27	
APS-C-100	311	Donald Anselm	63.111	78.432	Yamaha	22	23
APS-C-100	17	Robert Sharp	78.432	81.103	Yamaha	23	
A-A-100	31	Donald E. Anselm	Open	55.612	Motobi	27	
APS-A-100	311	Donald E. Anselm	Open	80.107	Yamaha	23	
C-C-125	26	E. M. Pierce Jr.	71.492	84.077	Bultaco	26	
A-A-125	15	James D. Prescott	Open	102.094	Honda DOHC	25	
APS-A-125	115	James D. Prescott	102.375	107.577	Honda DOHC	24	
C-C-175	65	Jim Buckmaster	82.530	83.284	Motobi	23	24
C-C-175	11	Kerry Clark	83.284	83.765	Bridgestone	24	
C-A-175	11	Kerry Clark	Open	83.591	Bridgestone	25	
A-A-175	15	James D. Prescott	Open	100.905	Honda DOHC	23	
APS-A-175	115	James D. Prescott	Open	111.941	Honda DOHC	22	
C-C-250	25	Don Blessing	107.293	107.322	Suzuki	26	
A-A-250	1	Roy Valasquez	Open	104.455	Yamaha	23	
APS-A-250	1	Roy Valasquez	Open	114.940	Yamaha	22	
APS-C-500	12	Walter Magness	Open	113.030	Honda 450	23	25
APS-C-500	12	Walter Magness	113.030	115.549	Honda 450	25	
C-A-500	24	Harry Wolfley	Open	108.542	Honda 450	27	
A-A-500	6	Richard Kelm	129.802	132.367	Triumph DOHC	26	
PS-C-650	7	James Stephens	137.075	140.541	Triumph	27	
C-A-650	21	Don Harris	Open	146.266	Triumph	23	
C-A-1000	23	Clarence Neilson	Open	140.642	H-D Sport	26	
PS-A-1000	23	Clarence Neilson	Open	138.170	H-D Sport	25	
S-A-1000	35	Bert Munro	Open	168.066	Indian	22	
A-A-3000	10	Boris Murray	164.975	191.302	Tri 2 engine	26	
S-A-3000	14	Robert Leppan	212.689	245.667	Tri 2 engine	25	

Referee: Earl F. Flanders Asst. Referee: Richy Richards

IRWINDALE RESULTS
Sept. 24, 1966

TOP FUEL: Bob Micheals	Har		–130 plus
TOP GAS: Ron Knapp	Yam	13.23–	98.77
TOP STREET: Sal Estrada	Har	12.93–	101.80
A/GAS: Smith & Butterworth	Har	12.61–	106.00
C/GAS: Len Jasmin	Tri	13.43–	98.03
D/GAS: Ron Kanpp	Yam	13.23–	98.77
E/GAS: Bob Braverman	Yam	12.94–	99.66
A/STREET: Sal Estrada	Har	12.93–	101.80
B/STREET: Brad Franks	Nor	–	–
C/STREET: Bob Dunn	Hon	14.09–	91.74
D/STREET: Bob Poorman	Hon	15.64–	84.34
E/STREET: John Avery	–	17.95–	70.53

Sacto Short Track
Sept. 24, 1966 AMA Sanct.

HEAT WINNERS

1. Butch Corder, Sacramento	Tri	1.07.18
2. Cliff Lamb, El Monte	HD	1.10.18
3. Danny Davis, Mill Valley	Suz	1.07.07
4. Bill Verbisico, San Anselmo	Yam	1.11,67
5. Leroy Harwood, Seattle	Mon	1.09.10
6. Ron Hoppe, Portland	Duc	1.09.81
7. Don Stover	Duc	1.09.76
8. Dee Genung	H-D	1.08.15
9. Gus Lauer, Sacramento	Bul	1.08.16

SEMI

1. Butch Corder, Sacramento	Tri	1.31.48
2. Phil Cancilla, San Jose	Suz	1.18.90
3. Gus Lauer, Sacramento	Bul	1.29.91

DASH

1. Gus Lauer	Bul	33.65
2. Butch Corder	Tri	
3. Dee Genung	H-D	
4. Danny Davies	Suz	

CONSOLATION (Time 1.35.89)
1. Dud Jacklien
2. Bill Verbisico
3. Wayne Livingston

MAIN EVENT (Time 2.13.32)

1. Phil Cancilla	Suz
2. Gus Lauer	Bul
3. Butch Corder	Tri
4. Joe Pyle	Tri
5. Ron Hoppe	Duc
6. Dee Genung	H-D
7. Cliff Lamb	H-D
8. Rog Reiman	H-D
9. Don Stover	Duc

SOUTH GATE
Sept. 22, 1966

100 TD

Russ Robinson	Yam

250 TD

Ivan Oden	Hon

50 MAIN

Paul Wilde	Toh
Dave Smith	Toh
Bob Lindsay	Toh
Jimmy Raymond	Hon
Randy Layne	Hon
Bill Potts	Yam

100 MAIN

Dan Kelly	Hon
Russ Robinson	Yam
Marty Endless	Hon
Paul Wilde	Yam
Randy Layne	Gil
Robert Gardner	Hon

250 MAIN

Ivan Oden	Hon
Mike Tillman	Hon
Chuck Saxton	Hon
Mike Spitzer	H-D
Michael Dwyer	BSA
John Balaam	Yam

ORANGE COUNTY
ACA Short Track
Sept. 21, 1966

100TD

Russ Robinson	Yam

250TD

Ivan Oden	Hon

100 MAIN

Russ Robinson	Yam
Marty Endless	Hon
Eddie McGregor	Yam
John Balaam	Yam
Claude Wossler	Hon
Don Bolton	Yam

250 MAIN

Ivan Oden	Hon
Sal Acosta	Bul
Russ Robinson	Bul
Mike Spitzer	H-D
Carl Sjolund	Mon
John Balaam	Yam

Prado Park Results Cont'd.

250cc EXPERT MAIN

D. Brittain	Hon
D. Yerkes	Bul
J. Manson	Bul
B. Cody	Bul
R. Clack	Bul

250cc NOV. MAIN

S. Rainey	Bul
R. Durkee	Bul
J. W. Colomlew	Bul
J. Rogers	Hon
W.K. Dibble	Hon

250cc AM. MOTO

J. Sprague	Bul
G. Geyer	Bul
K. Sparkman	Bul
K. Neil	Bul
B. Zitar	Bul

500cc AMATEUR

M. Chamberlain	Tri
R. Hall	BSA
E. Beeching	BSA
T. Sevner	Tri
G. Kearney	BSA

500cc NOVICE MAIN

Jerry Heylek	BSA
Dennis Firestone	Tri
Chuck Jenkins	Tri
Bill Murphy	Tri
Bud Gowing	Tri

21" AMATEUR MOTO

Tony Simon	Hon
Jack Coode	Hon
C. Basney	Hon
R.D. Lechuga	Hon
Ron Mandile	BSA

21" NOVICE MOTO

A. Hindelang	–
Gary Fine	Hon
L. Wolf	BSA
R.L. Atchion	Tri
Richard Mangis	Hon

SWEEPSTAKES

Larry Wilbwin	Tri
Ben Fakkeldy	Tri
Jim Duater	BSA

OPEN EXPERT MAIN

Larry Wilbwin	Tri
Bill Manley	BSA
Jerry Willingham	Tri
Si Porter	Tri
C.D. Gerrady	Tri

OPEN AM. MAIN

Ben Fakkeldy	Tri
Bill McCoy	H-D
Carl Patrick	Nor
Jerry Hawkins	Tri
– –	–
Bill Branstrom	Tri

SIDEHACK ASSOC.
Prado Park

125 AM-EX. MOTO

R. Clack	Bul
B. Cody	Bul
P. Hopkins	Bul
J. Carter	Bul
R. Radner	Suz

500cc EX. MOTO

D. Smith	Hon
K. McDowell	Hon
Tony Mason	Yam
Don Alfred	Hon
Jay Lewis	Yam

500cc AM. MOTO

K. Lewis	Hon
B. Peck	Hon
C. Cochran	Hon
R. Palmer	Hon
C. Prohaska	Hon

POWDER PUFF

E. Long	Gil
J. Jenkins	Hon
S. Wolf	Yam
A. Dillee	

100cc EX. MOTO

Kirk McDowell	Hon
D. Smith	Hon
D. Han	Hod
H. Mendenhall	Yam
R. Mendrickson	V-T

100cc AM. MAIN

R. Sherer	Hon
S. McMahan	Yam
T. Sherman	Hon
K. Klaes	Gil
S. Autrey	V-T

200cc AM. MOTO

Joe Hamilton	Bul
C. White	Bul
L. Hammond	Bul
– –	–
T. Speddee	Bul

175cc EX. MOTO

Kirk McDowell	Hon
Jim Docan	Bul
W. Zimmerman	Bul
J. B. Brophy	Bul
Jerry Connolly	Mon

175cc AM. MOTO

B. Sulkin	Hon
D. Stroman	Bul
S. Stickland	Hon
D. Brooks	Bul

SMALL BORE SWEEPSTAKE

John Sprague	Bul
Kirk McDowell	Hon
S. Rainey	Bul
R. Schered	Hon
D. Brittain	Hon
B. Sulkin	Hon
D. Smith	Hon

20 MILE TIME: 13:37:35

SACRAMENTO NATIONAL RESULTS:
September 25, 1966

1. Fred Nix	H-D
2. Sammy Tanner	BSA
3. Mert Lawwill	H-D
4. Gary Nixon	Tri
5. Bart Markel	H-D
6. Chris Draayer	H-D
7. Dick Mann	BSA
8. Babe Demay	H-D
9. Ralph White	BSA
10. Roger Reiman	H-D
11 Johnny Tibben	H-D
12. Bob Bailey	Tri
13. Blackie Bruce	H-D
14. Eddie Mulder	Tri
15. Dick Hammer	Tri
16. Skip Van Leeuwen	Tri
17. Ted Davis	BSA
18. Gene Romero	*Tri
19. Neil Keen	*BSA
20. Don Hawley	*H-D

*Did not finish

10 MILE AMATEUR FINAL
Time: 7:13:23

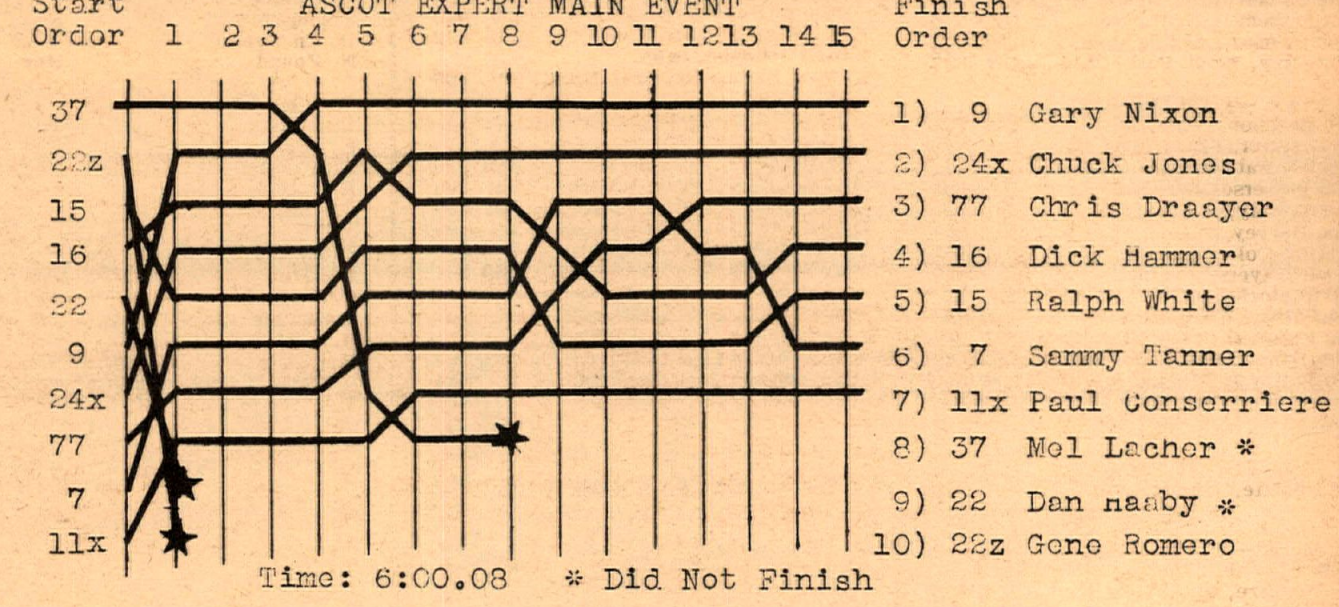
1. John Carter	BSA
2. Tim Harris	Tri
3. Lenny Waldo	H-D
4. Ron Kruseman	BSA
5. Ken Helling	Eng
6. Dale Atkinson	H-D
7. Bob Bulmer	BSA
8. Les Lollar	BSA
9. Bob White	H-D
10. Gerry Seguin	H-D
11. Buster McCreary	H-D
12. Randy Say	BSA

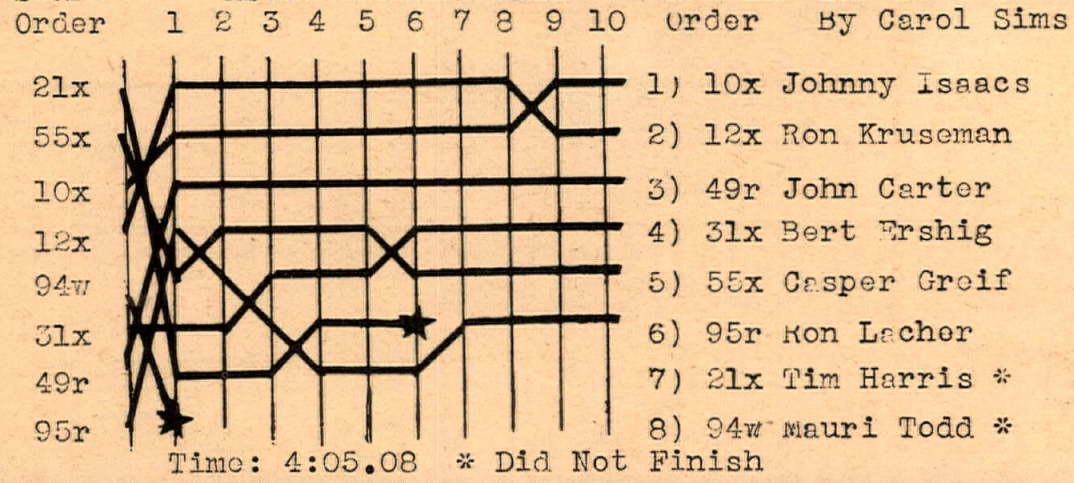
Fastest qualifying Expert: Fred Nix 41:37
Fastest qualifying Amateur: Gerry Seguin 41:62

LIONS RESULTS
Friday, Sept. 23, 1966

C-STREET: Don Bower

C-STREET: Don Bower	Tri	13.25–	100.44
D-STREET: Robert Long	Hon	14.66–	88.82
E-STREET: Jeff Brown	Hon	16.67–	77.58
F-STREET: Chris Jorgensen	Bul	16.05–	80.64
G-STREET: Jeff Brown	Hon	17.72–	71.94
A-GAS: Utterback & Muller	Har	13.61–	–
D-GAS: John Moreno	Bul	16.54–	81.66
A-FUEL: Sonny Raslawski	Har	–	Broke
B-FUEL: M.L. Disharoon	Har	–	Burnt clutch





OPEN NOVICE MAIN

R. McDaniels	Tri
Roy G. Burris	BSA
Don Allen	Tri
Louis Reyes	Tri
Larry Shoemaker	Tri

500cc EXPERT MOTO

Jim Hunter	BSA
Phil Brown	BSA
John Heynemann	BSA
Miller Harper	BSA
Bruce Jackson	BSA

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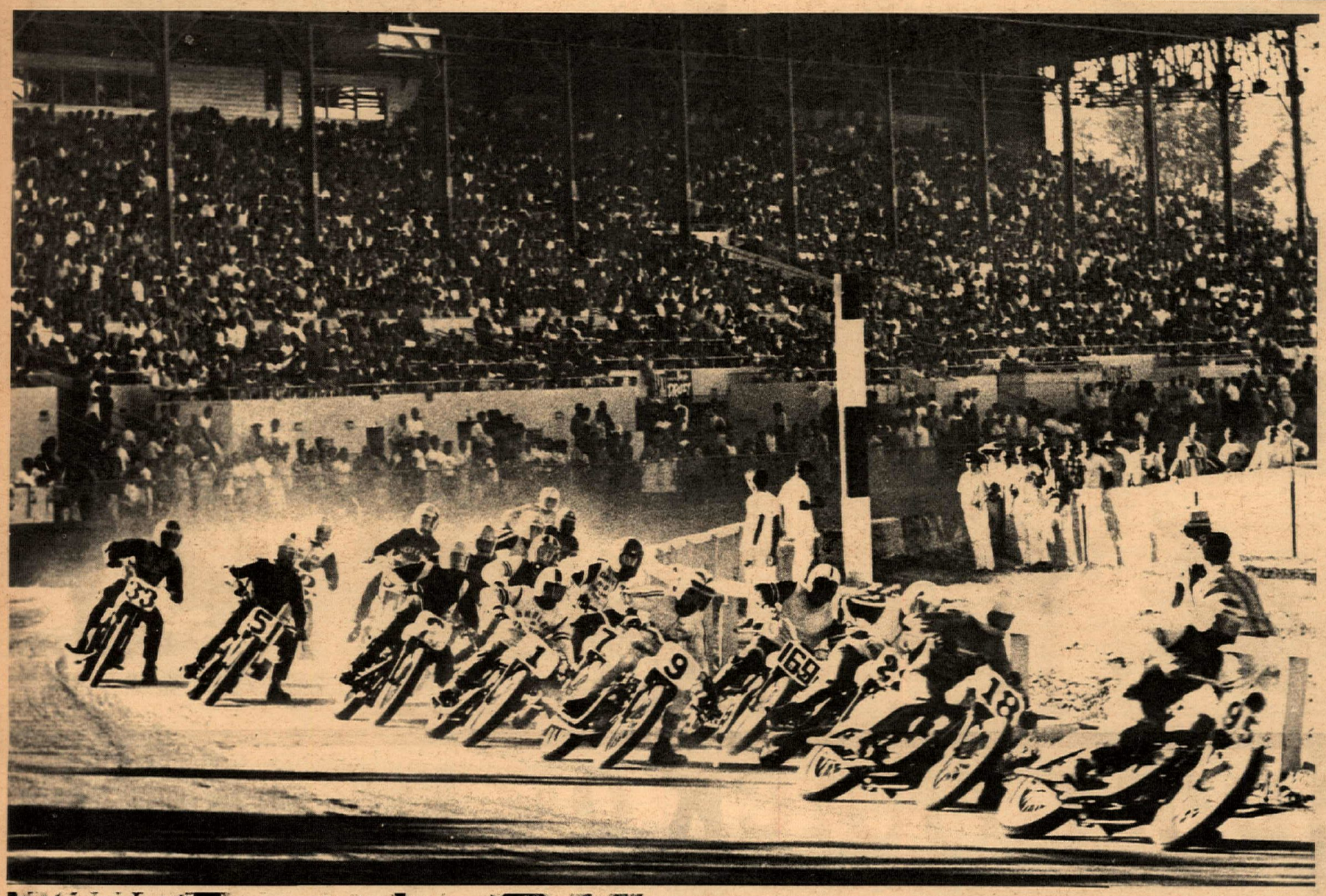
NATIONAL 20 MI. MOTORCYCLE RACE

GRANDSTAND -- SUN., SEPT. 25

ENTRANCE



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CYCLE CITY
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Local Racing Information
Write or Phone 382-8156

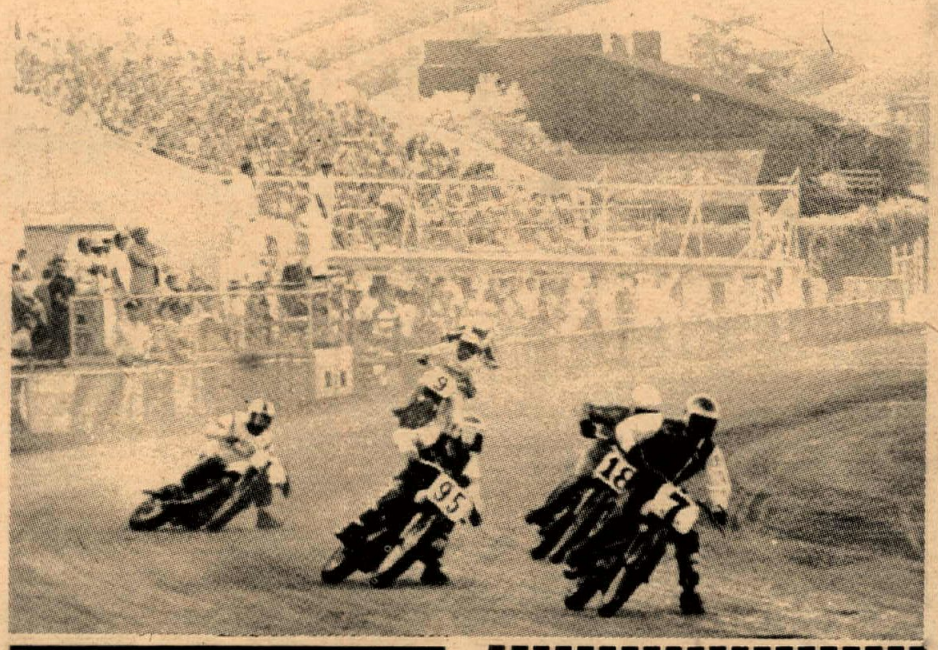
WANT TO TRADE?

SACRAMENTO NATIONAL PICTORIAL (story on page one)

Photos by Dennis Greene, David Gooley, John Ramos, James Brammer

Above: THEY'RE OFF! It's a thrilling beginning to one of the most exciting National Championship races in history. Eventual winner Fred Nix is already in the lead, closely pursued by Mert Lawwill and others... Below: Sam Tanner took the lead away but then...

Left: Gary Nixon takes advantage of Bart Markel's preoccupation to deal a "crippling blow" to one of the competition, ha ha. Cool it, Gary. Bart was golden gloves champion of Michigan for three years!



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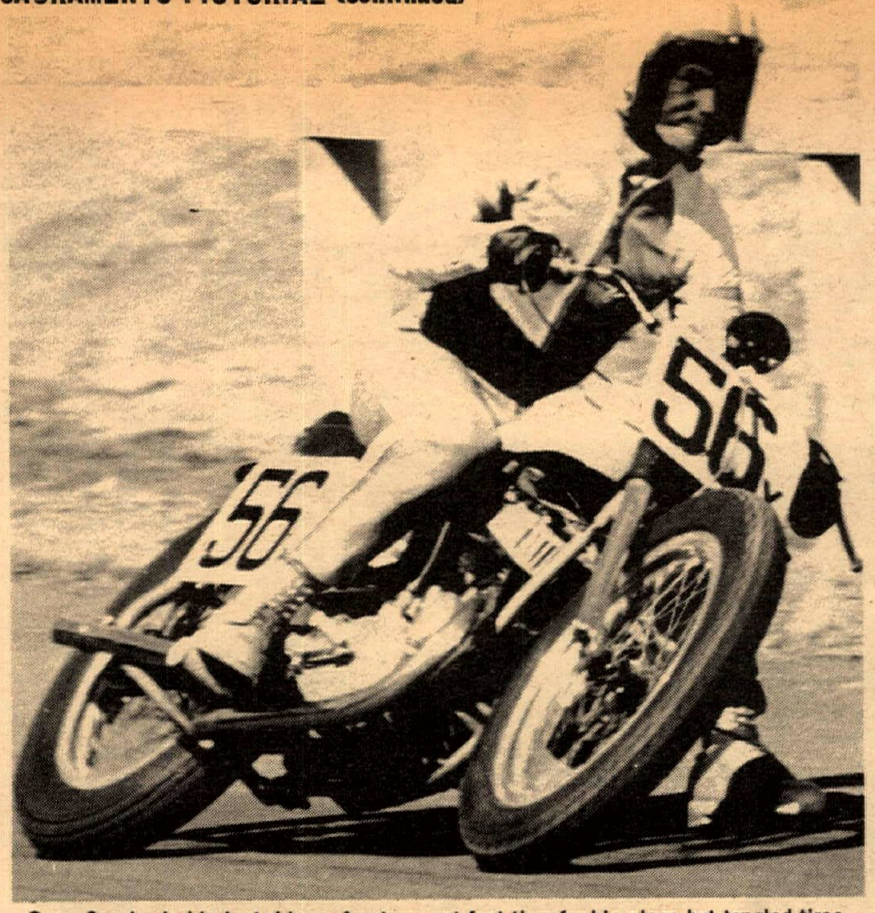
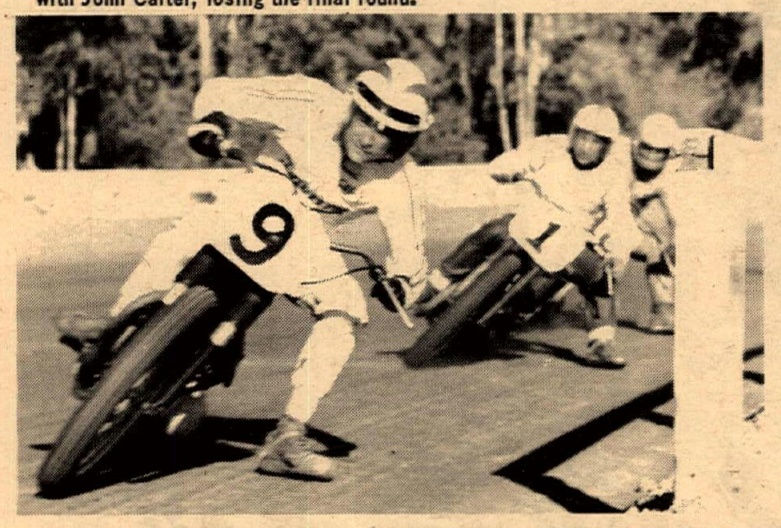
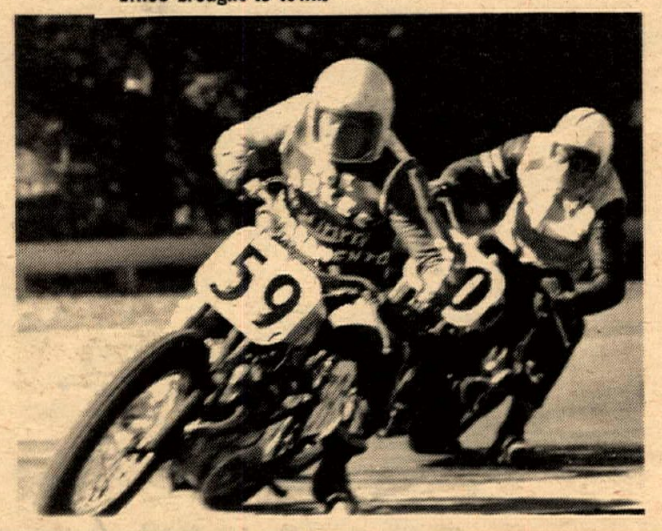


Gerry Seguin, in his last ride as Amateur, set fast time for his class but tangled tires with John Carter, losing the final round.

Sacramento merchants thrived on the business the bikes brought to town.



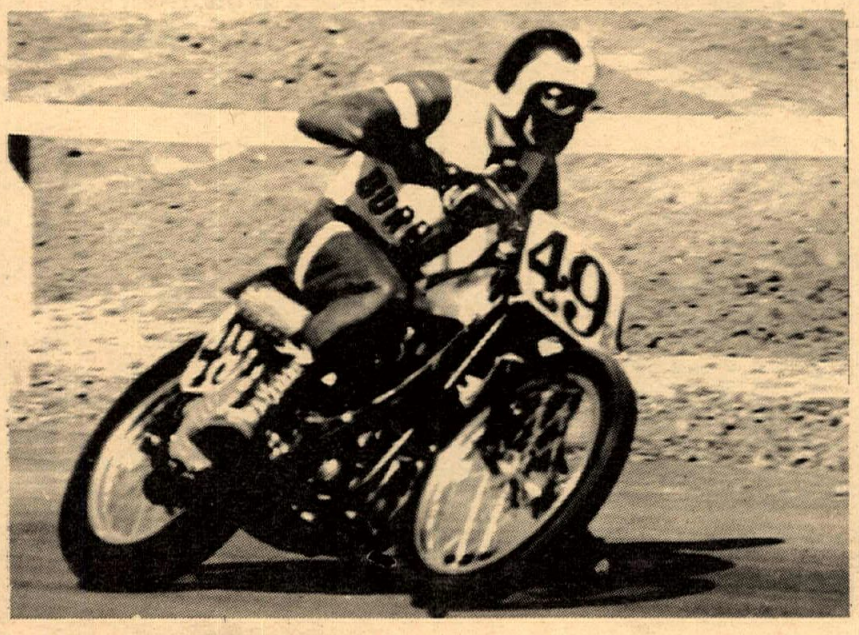


Above, first year Expert Mike Van Ness led national numbers in his heat until engine troubles forced him out.

DIRT TRACK OR DESERT

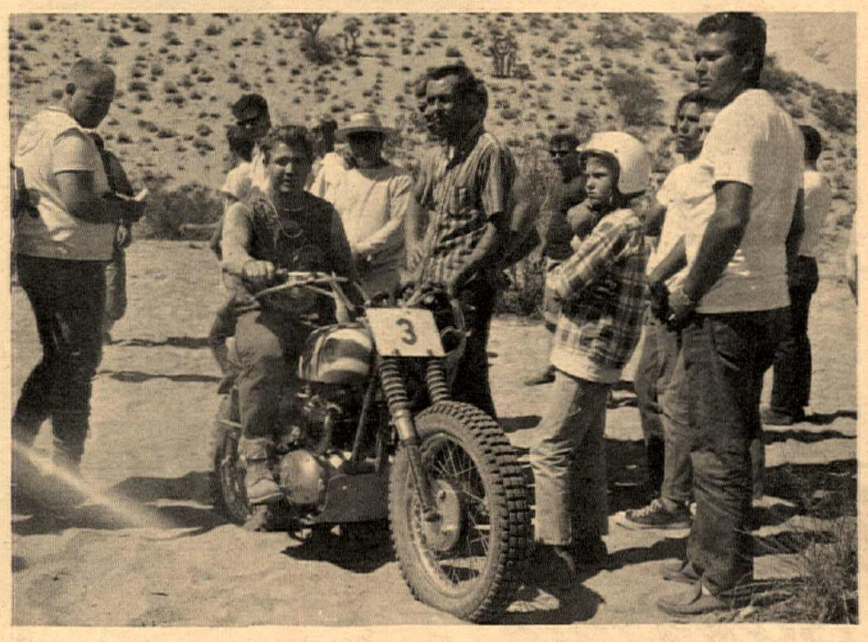
20 Mile National Sacramento, Calif. Sept.,25th

AMATEUR FINAL
1st JOHN CARTER--BSA



Calif. State Championship H&H Shamrocks M/C--Sept. 25th

1st OVERALL & Open Expert
LARRY BERQUIST--BSA



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SUZUKI X-6 AND MORTON TEAM TO BREAK RECORD

Gardena, Calif.
Sept. 23, 1966

A stock Suzuki X-6, modified as a labor of love by two U.S. Suzuki Motor Corp. employees, Allan Goslee and Jim Black, for Baldwin Park Cycle, has set a hot series of wins at Ascot Park for Novice flattrack Mike Morton.

Last of a string of wins was September 23rd, when Morton aboard the X-6 placed first in Novice class with slow track speed 2.10:39 with challenger showing trailing times of 2.14 and 2.15.

Best time for the new team of the X-6 and Morton was Sept. 9 with a screaming 2.07, proceeded by a 2.09 on Sept. 2nd. With only seven weeks of racing left at Ascot Park, Morton feels that he can break even the best of records as both he and the X-6 begin to peak.

Morton, #254r in his first year of professional racing, is now listed in the top ten of Novice class on the West Coast. The 19-year-old ½ mile specialist lives in North Hollywood.

U. S. Suzuki Motor Corporation
200 West Central Avenue, Santa Ana, California

TEST-RIDE THE X-6 HUSTLER AT YOUR DEALER

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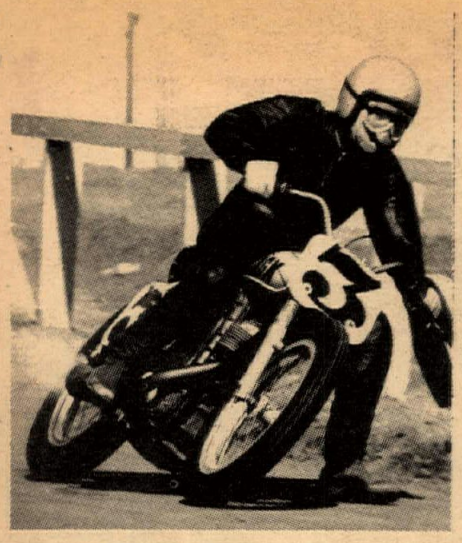
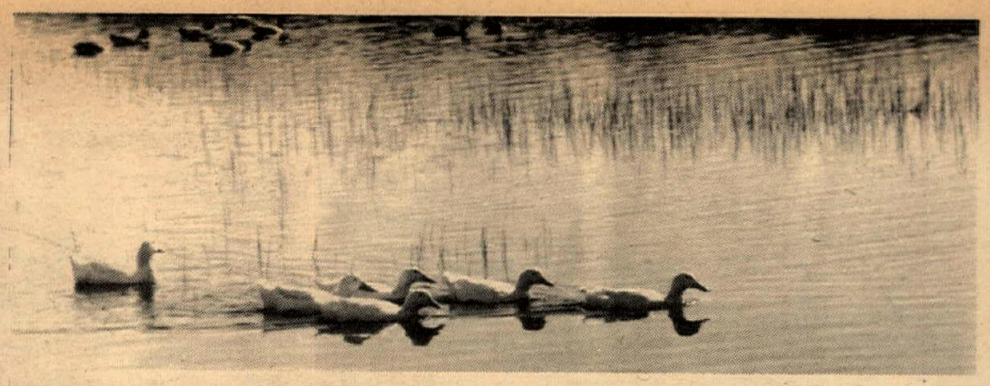
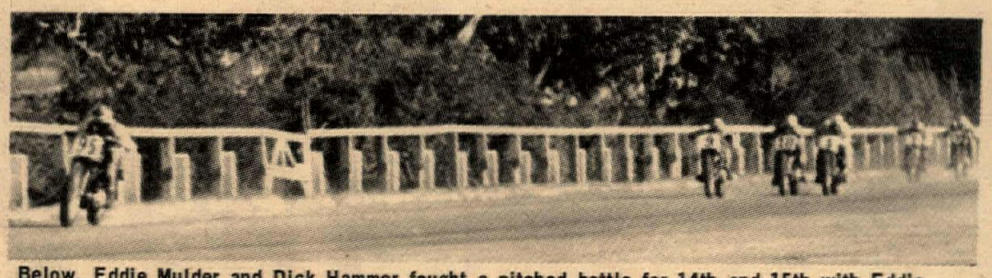


Al Gunter rode his Matchless G-50 in time trials.

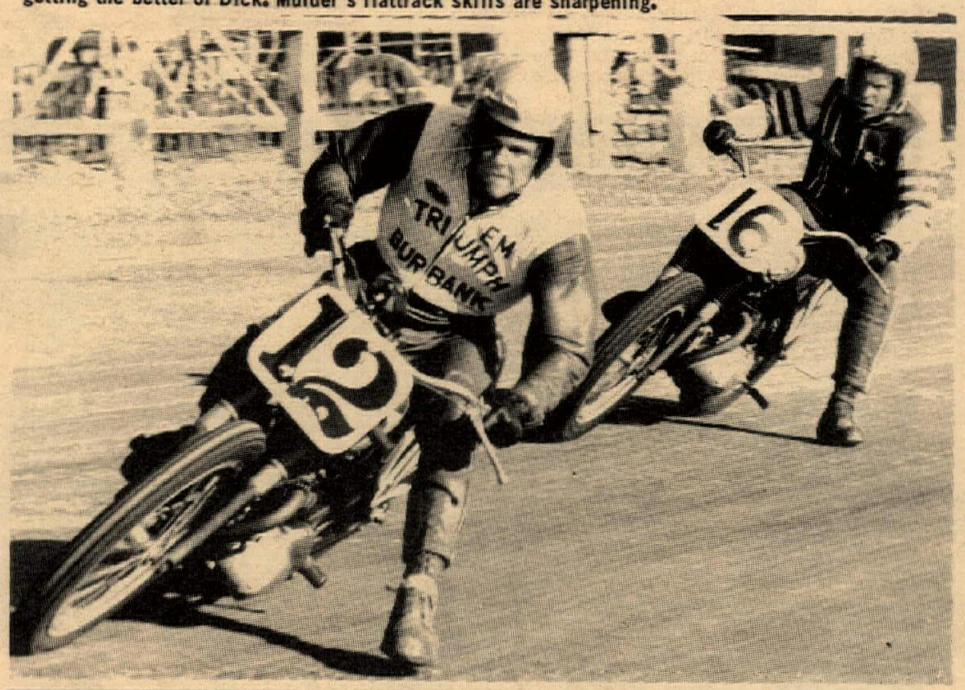
Right: A shady deal!





Below, Eddie Mulder and Dick Hammer fought a pitched battle for 14th and 15th with Eddie getting the better of Dick. Mulder's flattrack skills are sharpening.

Bob Sholley takes the wide way around Cal Rayborn.



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Ask the man who wears one!

$22.50 — Send boot or cardboard cutout.

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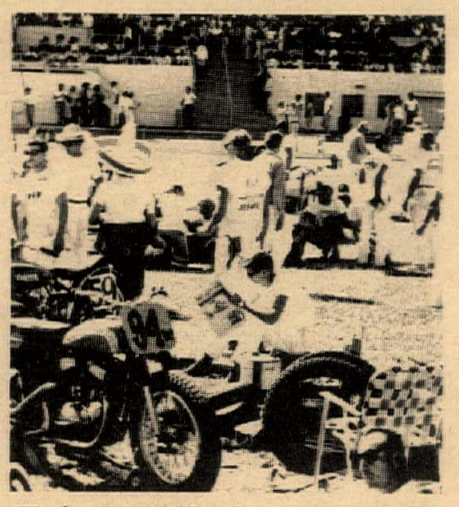
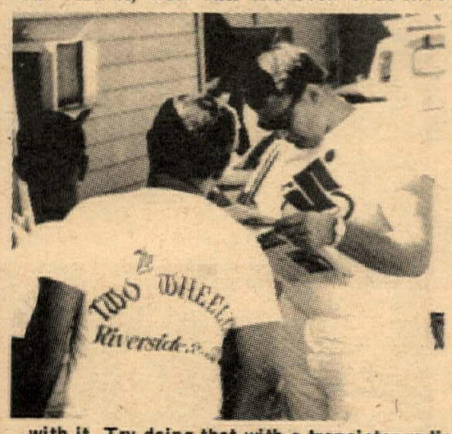
CYCLE NEWS IN THE PITS AT THE SACRAMENTO NATIONAL



That's what we like about newspaper... You can read it, wear it... and even swat flies



with it. Try doing that with a transistor radio sometime. (P.S: It makes good gaskets, too!)

★★★★★★★★★★★★★★★★★★★★★★★★★★

Ride The ENSENADA GRAND PRIX POKER RUN

October 8&9

★★★★★★★★★★★★★★★★★★★★★★★★★★

DON'T MISS THIS ONE ! ! !

1st Annual Grand Prix and Motorcycle tour to Ensenada, Mexico. Tour begins Saturday a.m. at International Border, (Tijuana side). Races Saturday and Sunday. Two days and a night of fiesta for riders and racers alike. *Mail to:* **Box 498, Long Beach, Calif.**

POKER RUN ENTRY BLANK

Please enter me as a participant in the First Annual Grand Prix Motorcycle Tour to Ensenada, Baja, Calif. and send all information to:

NAME _____ age _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

MOTORCYCLE BRAND _____ cc _____ YEAR _____

$2.00 ENTRY FEE ENCLOSED (One person per entry blank, Please)

I understand that acceptance of my entry entitles me to a chance at winning trophies in the poker run. Free camping facilities, free entry in beauty contest and spectator admission to the Grand Prix races both days. I hereby certify that the machine I ride meets present Calif. State Highway requirements and I will ride it in a conservative manner while in Mexico. I also hereby agree to hold the promoters, sponsors and endorsers of this event blameless in case of any injury to myself or my property. And I agree to obey the laws of Mexico.

SIGNED _____ DATE _____
(Use ink or ball point. No pencil.)

MAIL ENTRY DEADLINE: SEPTEMBER 30, 1966 Midnight

ONE FOR THE MONEY

Right now, while you think about it, put $2 in an envelope and send it with your pre-entry in the First Annual Grand Prix Motorcycle tour.

TWO FOR THE SHOW

Then go out and tell your friend about it. Riding a cycle is alot more fun when you have a friend along. She'll thrill to the roaring races, the bike beauty contest will dazzle her . . She'll ride with you in the parade . . . take her on the town Saturday night . . . !

THREE TO GET READY

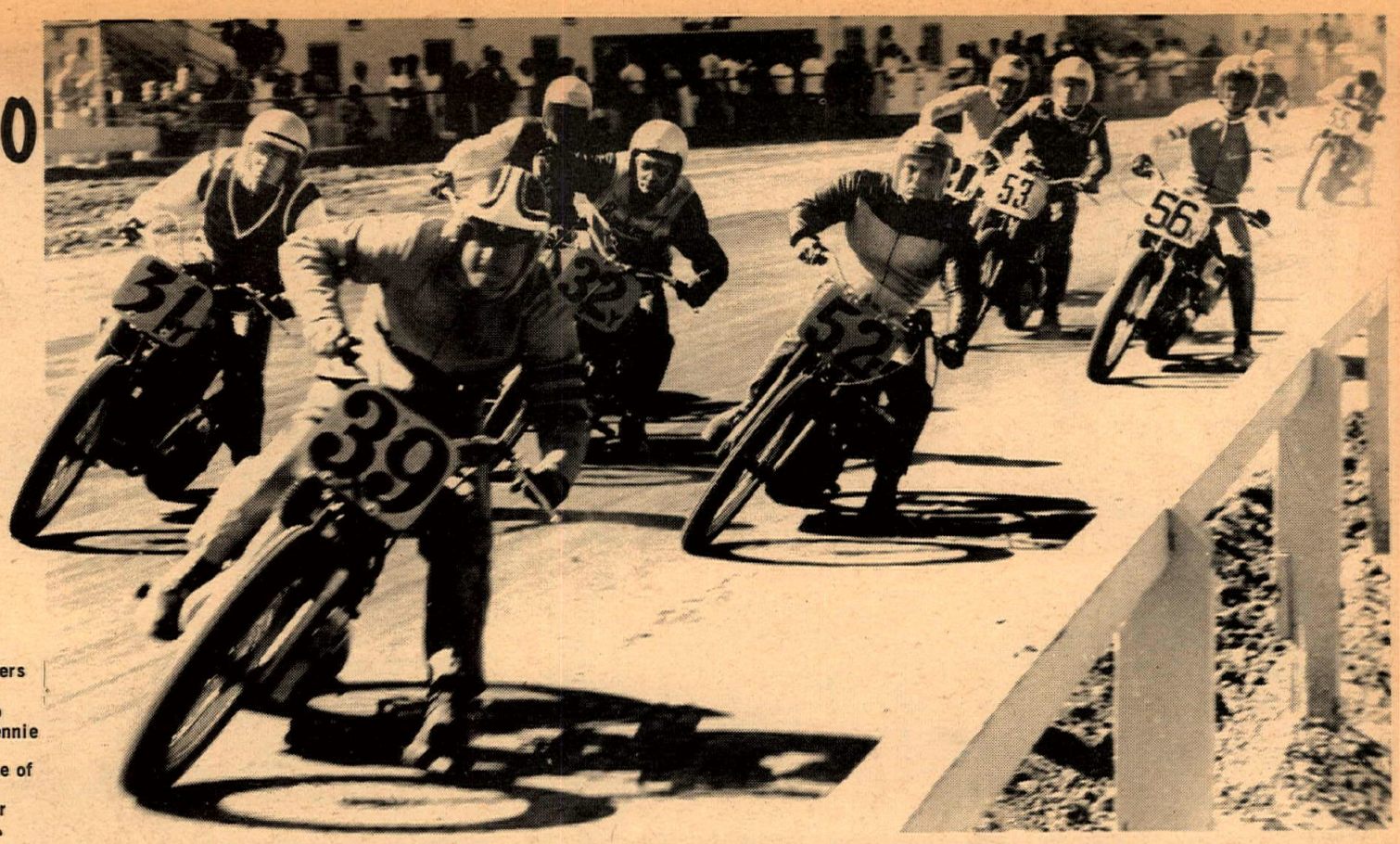
First, send off your pre-entry. Then make sure your cycle is ready. Make hotel or motel reservations early by writing Viajes Monfort, 545 1st Street, Ensenada, Baja Calif., Mexico. Enclose a check for $5 or $10 and request (in English) the accomodations you want. Don't worry, this is a Government Agency. Your money is safe. If you'd rather camp on the private beach we've reserved for you, bring your own camping gear.

It wouldn't hurt to get a 3-day visa from your local Mexico Embassy or travel office. Then you can explore below Ensenada . . . visit the bufadora (blowhole), see picturesque fishing village of Santo Tomas.

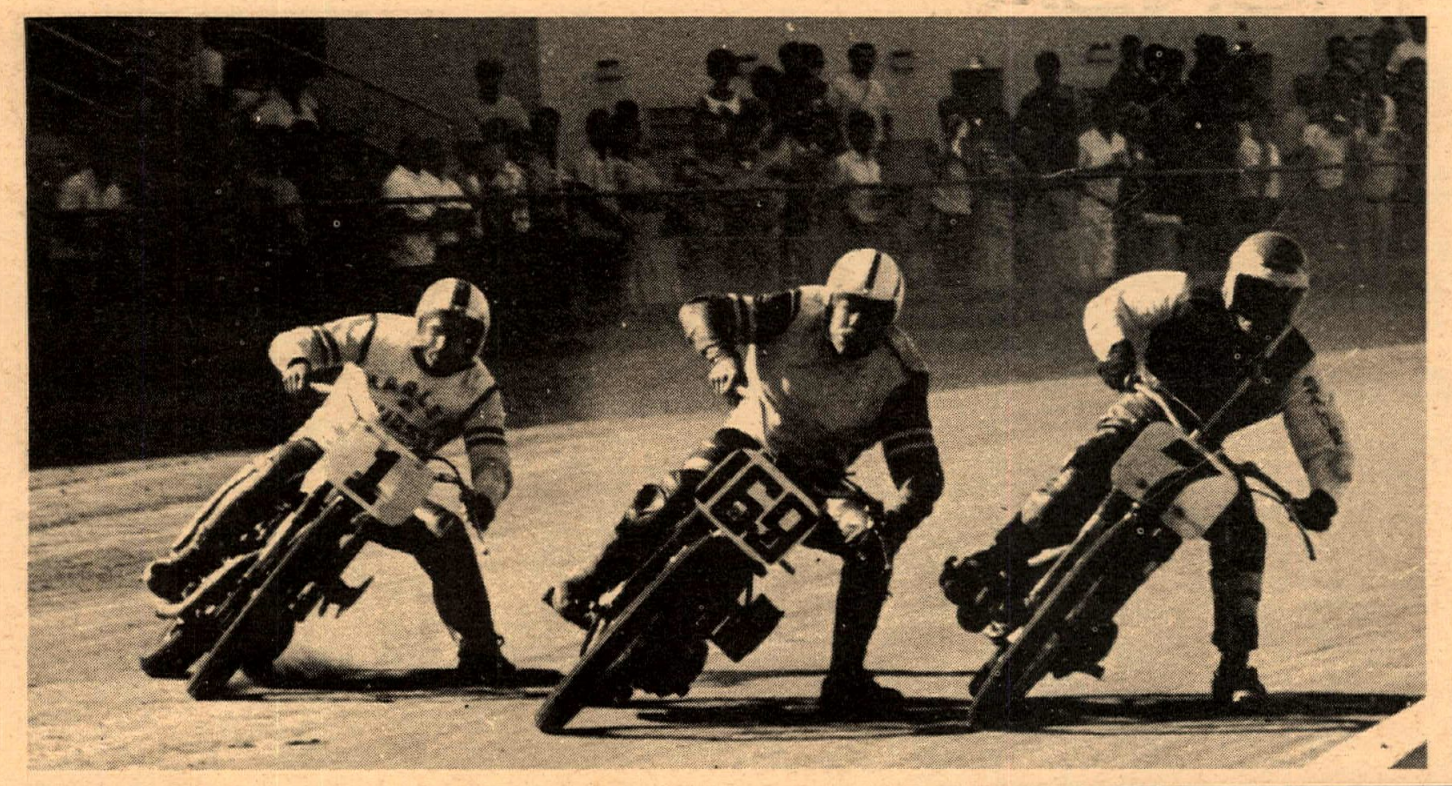
AND FOUR TO GO!

We'll meet you at the border in Tijuana on Saturday, Oct 8 starting at 9 a.m. through 2 p.m. Ensenada Welcomes you. Avoid delay . . . Enter today!

MORE SACRAMENTO PICTURES



Let's see if we can identify all these riders as they charge around in practice. 39x is Chuck Berry, 31y Ramon Perez from Palo Alto, 32y Steven Bales from Richmond. Lennie Waldo is number 52f. Is 53 Tom Clark, Number 53z of Modesto (hope so, he's one of advertisers. Go Tom!). And 56x is Gerry Seguin again and way back there is either Casper Greif or Keith Johnson of Seattle.



Above: cement pond gave groovey reflections of the pits. New fairgrounds is being constructed for Sacramento. Left: Markel, Don Hawley and Sam Tanner bore in.

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A & A Manufacturing
Now Features a Select Line of
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and more, MUCH MORE
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Dealer Inquiries Invited

Below, left: Seguin and Carter just before they touched. Below: Gene Romero had troubles.

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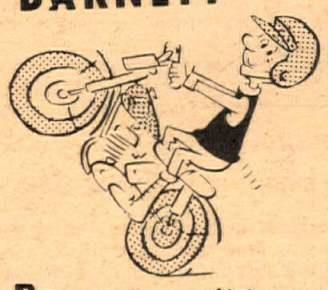
--First install a BARNETT
CLUTCH



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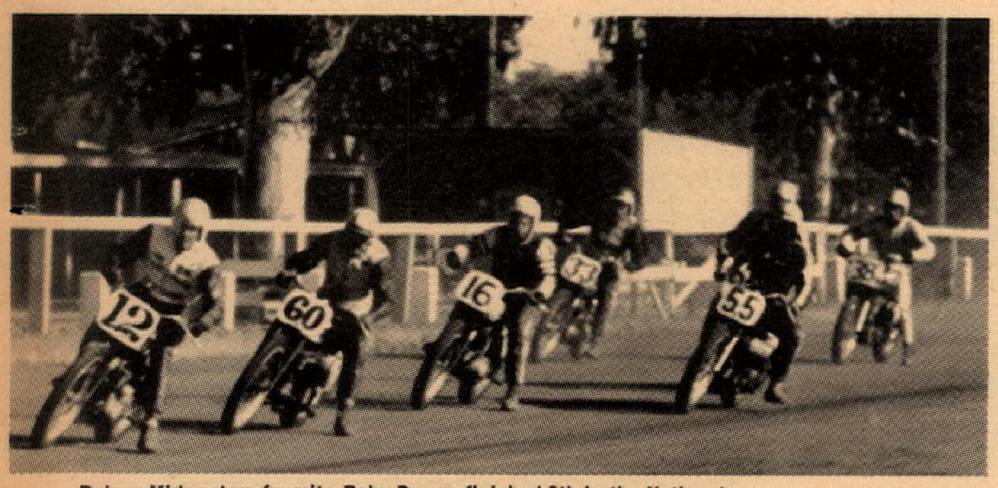
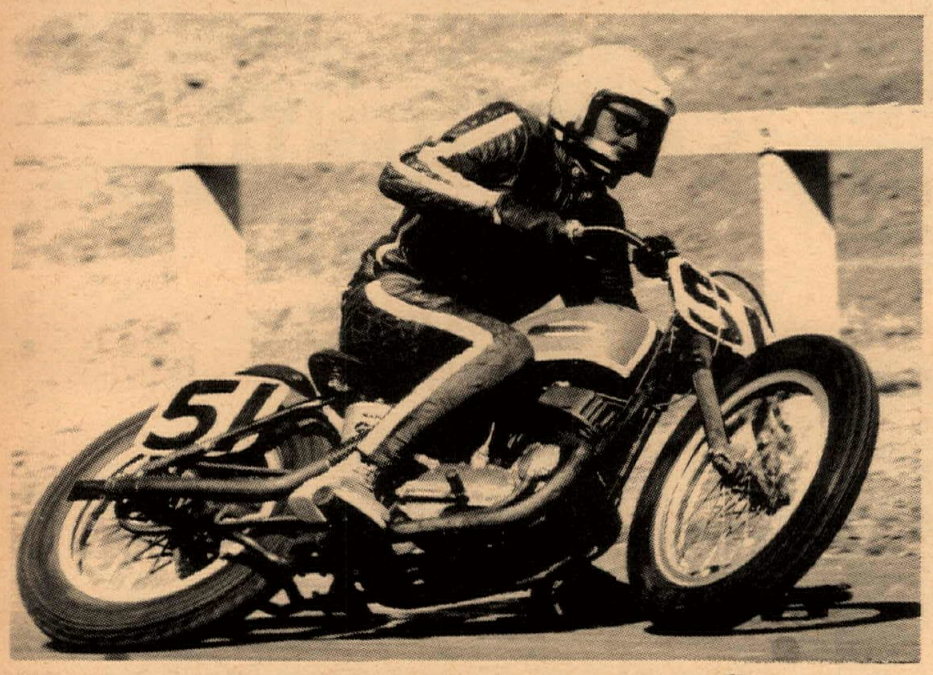
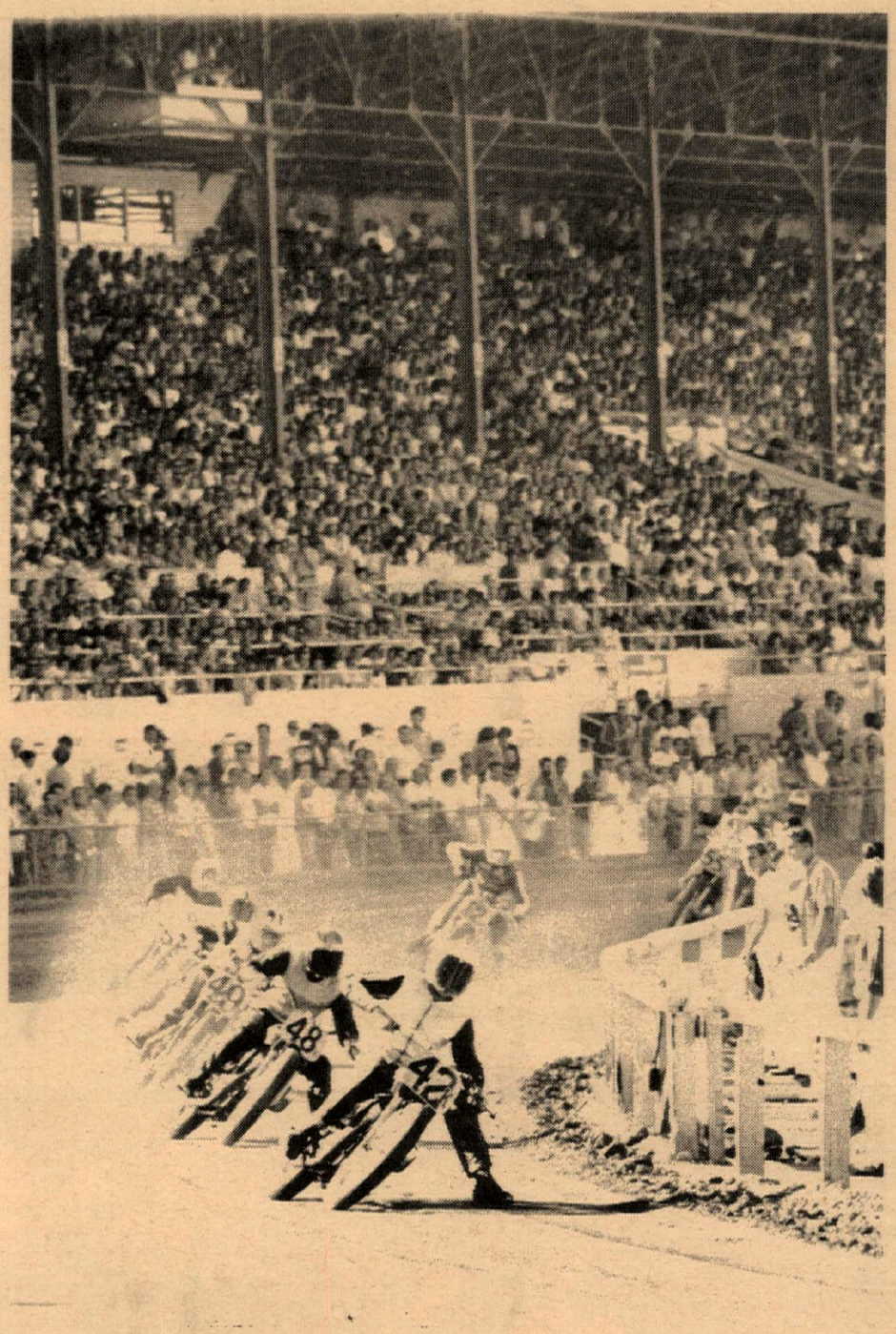
There it is, folks... a hair-breadth victory for Freddie Nix, and a heartbreaker for Sammy Tanner fans. Nix learned to ride delivering newspapers as a boy. He plans to make a career of racing.



Below: Midwestern favorite Babe Demay finished 8th in the National.





Below: The picture of dejection, Sammy nearly fought back the tears after coming so close. Nix won $1,010 including lap prizes. Sam got $560, Mert $400., Nixon $250., and Markel won $220. "I beat myself," said Sam. Gate topped $35,000.00 this year.

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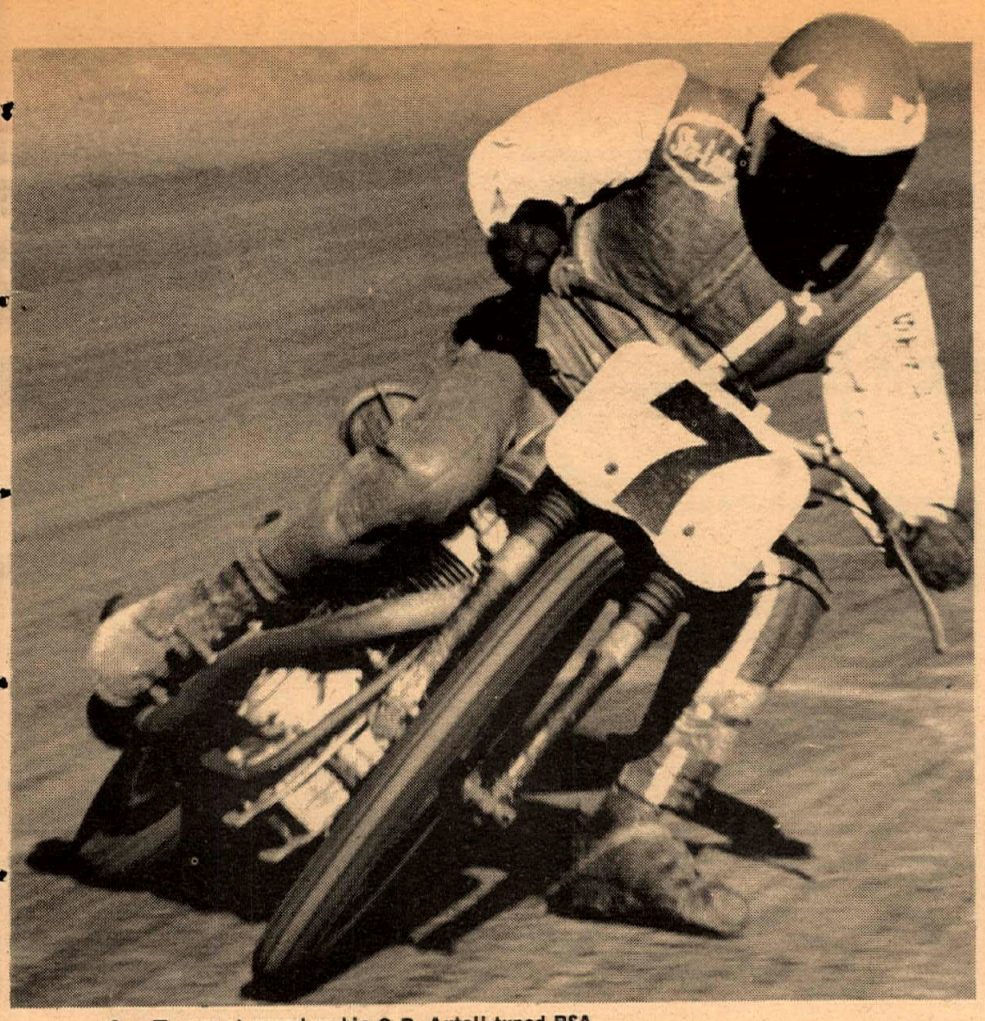
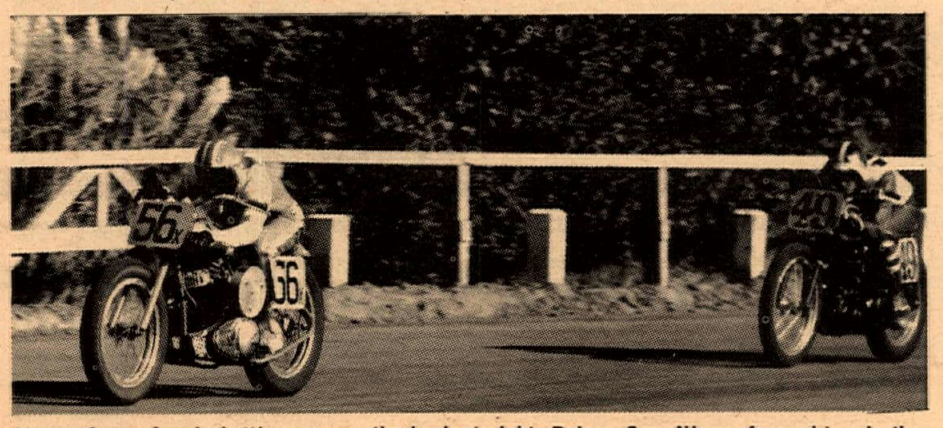


Sam Tanner at speed on his C.R. Axtell-tuned BSA.

And there's your winner, folks. Fred's win placed him tenth in the Grand National Champion points tally. Fred's wife Caroline is expecting to make him a father in November. Nix graduated from Lawton High school in Oklahoma. This is his first major national win, but we dare say it won't be the last. Fred's cycle was tuned by Ray Bokelman of Milwaukee. He averaged 87.01 mph.

(Photos by Dennis Greene)



Above: Carter-Seguin battle rages on the back straight. Below: Gary Nixon, favored to win the National, came in a close 4th.

SACRAMENTO

20-MILE NATIONAL

SUNDAY, SEPT. 25th

AMATEUR FINAL

* *

1st JOHN CARTER

2nd TIM HARRIS

* *

Both bikes are tuned and maintained by

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BSA - HODAKA - Yamaha

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$1 10 words

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Now is one of the few times that anyone will ever give you something for nothing. If you want to trade or give something away Cycle News will run your ad for free providing it is ten words or less.

Got some kittens you want to unload on some poor, unsuspecting fool? Want to give away your mother-in-law? Do you have a forty-year-old wife that you're willing to trade for two twenty-year-olds? Put it in ten words or less and Cycle News will run your ad for free.

Aside from the free stuff, Cycle News want ads get results so if you want to sell some of those parts that are cluttering up the back of your garage, some used furniture you no longer need or find a buyer for that used motorcycle you want to get rid of (dealer note) write it up, send it in, and Cycle News want ads will do the rest.

NEW WANT AD RATES

10 words or less, plus address and telephone number -- $1.00.
25 words or less, plus address and telephone number -- $2.00.
Headline in bold type -- $1.00 extra.
Picture (supplied by you) -- $3.00 extra.
Deadline for all want ad copy is noon, Monday of the week in which the ad will appear.

TRADE 1964 Triumph 650cc TR6SC model. One owner, street or dirt for 66 Greeves MX3 or V.W. "Volkswagon". Phone 843-4918.

FOR SALE – Harley Davidson Sprint 1965 dirt tracker. See #60 John Tiben in pitts at Ascot Friday night.

FOR SALE – Side car for Harley Davidson Fittings and trail forks included. In good condition must sell call 931-3325, La Habra.

1965 YAMAHA Big Bear Scrambler. 3000 mi. A-1 condition extra work. Street bike $595.00 Day time 8:00-5:00 843-2087 Bob Melton.

250cc MAICO Scrambler, Matchless forks, knobs, many new parts, runs strong–$175. LO 9-3486 Don.

1964 BSA – 250cc – metalflake paint – good condition–$450. 1964 HARLEY Sprint 250cc –low mileage, new tires–excellent condition $475.–3 rail motor cycle trailer $30. Will take smaller bike in trade. OR 4-6282.

HELMETS WANTED – also boots, shoes, jackets, goggles & underwear with riders in them – Fun for everyone – Ensenada G.P. Poker Run Oct. 8 & 9. See page 26.

FOR SALE – 1966 Bultaco Metesse. Less than 15 hours! I work for Montesa so please buy before my boss finds out. Help. Call 894-5030 eve. or 663-8258 days. Dave.

'57 BSA Spitfire 650 comp. e built, rebored, sharp and fast $350. Also '56 M6A in running condition $250. $500 for both. Joe Tapsik, 1624 Chorro, San Luis Obispo, Calif.

TRADE – M6 rdster for guns or skin diving outfit. Joe Tapsik, 1624 Chorro, San Luis Obispo, Calif.

TRADE – Greeves horn or tuned pipe. For (want) Greeves sq. barrel muffler or will buy 213 EM 1-7457.

WANTED: The person who bought my 1964 Greeves square barrel in August. I have important papers for you!! Contact J. Nakamura HE 6-0457 leave name, address, phone will send.

1965 KR roadracer, latest fibre glass tank, seat fairing & gearing. Jerry Branch engine. Ready to go $995.00. 1961 KR Flat tracker complete with gearing, engine in top condition, very clean $695.00. 1966 Sprint CR with fairing, never raced, new. Goodyear tires $795.00. Also make offer on assorted KR parts, road racing frame, flat track frame, 2 clean engines without cyl. & flywheels. Have to quit racing, doctor's order. Tony Diaz, 157 N. Cebada, El Paso, Texas.

TRIUMPH QUICK CHANGE rear wheels, new rim, new heavy spokes, new sprocket, complete with brakes $65.00. Bruce Sanford, 277-2743. 4957 Mt. Gaywas Dr., S.D., Calif.

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FOR SALE–1966 (March) 250 CZ moto cross set up for desert. Modified with boost ports, single dykes ring, special ignition, large steel tank, Puch carb. Unbelievable performance $650.00 (reason for sale bought 360 CZ). 1959 DUCATI–rebuilt engine new cams –never run $125.00. Brian Fabre, NE 6-9761 Ex. 67 days, TH 2-1823 nights.

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to travel as District Managers. If you are interested in being with the most progressive distributor in the U.S., contact Dave Hetzler at, or send resume to Montesa Motors, 3657 W. Beverly Blvd., Los Angeles, 90004.

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TRADE – 650 Triumph dual left side racing pipes for street exhaust. Also large Norton racing fuel tank for Stock 63 up Triumph tank. Contact John, PO 9-2860.

FOR SALE: X-6 Suzuki 800 miles, like new $595. After 5:00–325-0181 or 320-3459–Don Bleich, Torrance, Calif.

TRADE – Indian Scout cases – oil pump – heads–rear whl. Star Jacket size 38-Yamaha 80 36T & 15T sports 2 shorty mufflers etc. for Honda sidecar, helmet, 500x16 or 450x18 road tire or ? Also have s-w Tach for trade. Nate Weiss, Phone 776-5795.

FOR TRADE: 1956 Cadillac 62 series Sedan (4 Dr.), Factory air, new upholstery, recent valve job, new brakes & front end. Needs XMsn. driveable. Want recent H-D Sprint. EDgewood 59-133, NAtional 22-543 nites.

WILL TRADE in part or all, one set 65 Triumph Pipes & mufflers, one Triumph unit construct center stand. Two Mikuno 4/5 in carb's one perfect one bad. Yamaha carb & parts, ram tubes one 15" by 8" solo or body seat comp. one pair Amco Braced comp. Desert racing bars 7/8 citrome pear springs for TR-Honda or ? WANT any Triumph unit construct competition parts TT or scrambler seat. Skid plate will also consider exchange of chrome in part or full trade and Whitworth tools. Tom Parham GR 9-0221, San Diego.

FOR SALE–complete big motor Harley Davidson road racer less engine, $175.00. Call Ann Camp, at Cycle News.

MATCHLESS TYPHONE 600cc

Single cylinder rebuilt engine also 500cc single, Cerianni forks and alloy front wheel. $700.00 takes ALL. Contact Allen Wilson, 638-1398.

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1966 SUZUKI: "120" Fr. fork ass'y. (new) $40.00. 1963 Ducati 125 Bronco needs work as is $100.00. Misc. parts for Yamaha & Suzuki: some new, some used. Call Chuck or Ed, after 6:00 pm at (714) 638-4150.

TRADE: 1961 Triumph, 500cc Unit Const. with Bonn. head, Bates Seat, glass tank, etc. for H-D sportster or Bultaco. Jim 714 683-0815.

BULTACO PARTS – Bates seat $12. 3 gal. glass gas tank $28. Fly wheel puller $3.50– also stock Matchless seat $10.–3.25-19 Dunlop sports tire $8. 423-8278.

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TRADE: '56 Cadillac 4 dr. Sedan, Fact. Air, New Uph., Fnt. end & Brakes for H-D sprint. ED 5-9133, NA 2-2543.

YAMAHA S-2. Big Bear pipes, magneto, new engine, candy paint, Bates seat, chrome Triumph headlight and speedometer. Sharp and fast. $395. 15907 Chatsworth St., Granada Hills, Calif. Phone: 365-2739.

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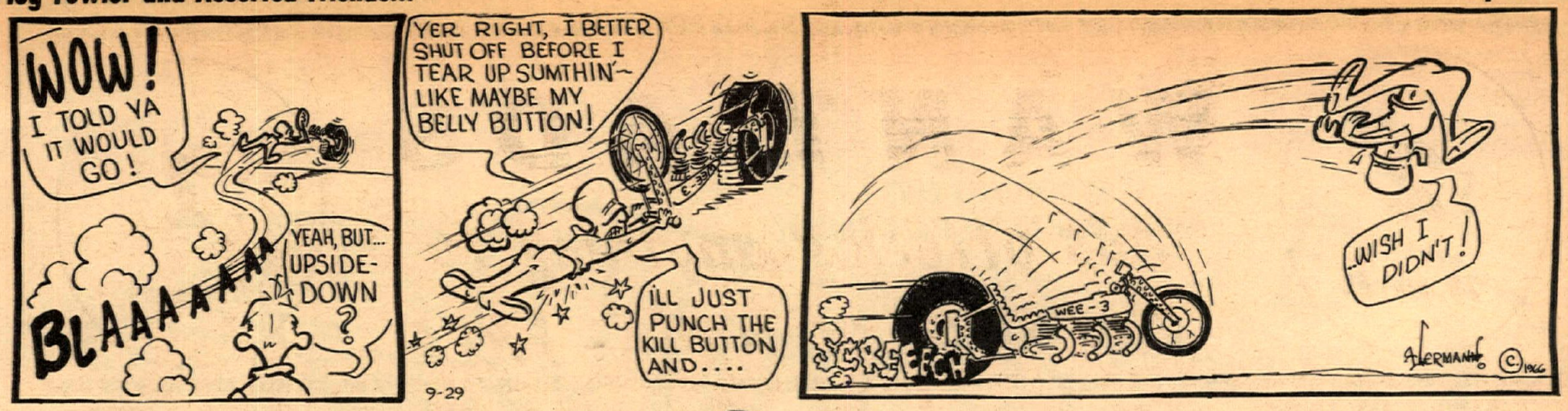

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OCTOBER 8th and 9th, 1966

ENTRY BLANK PAGE 26

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OCTOBER 8TH !!

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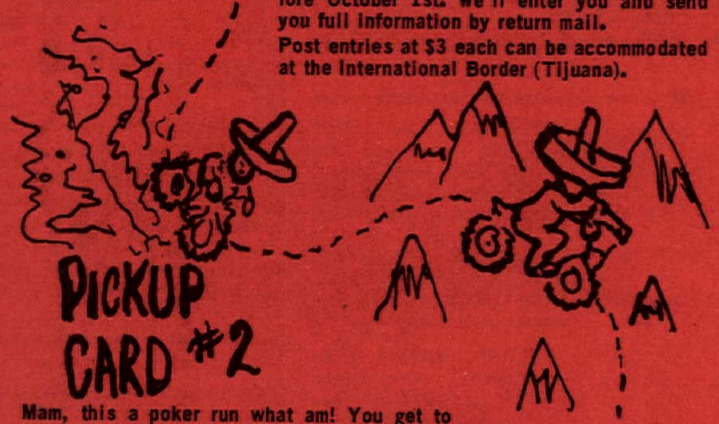

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Aren't you glad you sent in your pre-entry and got all that information about reservations, insurance, etc? Yours is but to enjoy the ride... and don't goggle at the scenery so much that you miss that next check.

PICK UP CARD #4

Now you've only got 15 miles to go and you'll discover the beautiful city of Ensenada. Groovy scenery, huh? You say you can't take your eyes off the road to look? It's smart to ride careful in these parts. You may notice we are patrolling the road for emergencies. This isn't higer California, the curves are rather unforgiving. It's not chicken to ride slow. In fact we recommend it here.

PICK UP CARD #5

Well, you made it. You finished the first annual Grand Prix Tour. Now compare your poker hand with others and see if you can guess who wins the pot of Spanish Gold. You'll find out for sure tomorrow at the trophy presentation. Now to clean up for the beauty judging, and after that some dancing, dinner. For Manana see column at right...

TROPHIES, PINS, PARADE, CONTESTS, DANCE, RACES
put on by the Staff of Cycle News, and Ace of Clubs M.C.

Gran Prix

RACERS!
2 FULL DAYS OF FIESTA!

14 races in all! Beechin' Catalina-style course with cool ocean breezes, no dust, some pavement. Traction optional, universal knobbies recommended.

SAT. OCT. 8		SUNDAY OCT. 9	
0-100cc	Combined	Sidehacks	
#2 175cc	Novice	#1 500-649	Novice
#3 175cc	Amateur & Expert	#2 500-649	Amateur & Expert
#4 250cc	Novice	#3 650-Open	Novice
#5 250cc	Amateur & Expert	#4 650-Open	Amateur & Expert
#6 350cc	Novice	#5 Sweepstakes (3 Laps)	
#7 350cc	Amateur & Expert	(Matches 1st & 2nd place	
#8 Powder Puff 0-100cc		from all events)	

ATT'N. MULDER, RAYBORN, VAN LEEUWEN, ODEN ET AL...Last year's rules will apply at this event. YOU MAY RIDE IT. AMA rules permit any rider to compete under rules of whatever foreign country he is in. We're a foreign country, dig? We offer a horsepower course where rider ability counts to win. Next year... Appearance money?

T-SHIRTS* PINS* DISTINCTIVE TROPHIES* EVERYBODY RIDES
(Perpetual trophy donated in memory of Clemmie Jackson)

Don't miss this! it's going to be a classic. SEND IN YOUR PRE-ENTRY NOW– $4. Post entries $5. USE THIS HANDY BLANK OR ANY REASONABLE FACSIMILE.

ENSENADA GRAN PRIX SCRAMBLES
Official ENTRY BLANK

RIDING NO. .....

CIRCLE ONE... Novice.... Amateur.... Expert
(Current sporting event card required for Novice entry)

I will ride a..... Motor No..... Cu. In.....

A.M.A. Number..... Expires..... Club Affiliation .....

Print Name ..... Address .....

City ..... State .....

I hereby agree to conform to and comply with the rules governing this contest in connection with the Competition Rules of the Ensenada M.C. and I further agree to hold blameless the Contest Committee, the Director of Contests, the Promotors, the owners of the premises or any of the lessees, for any loss or injury to myself or property, and to assume all responsibility for any loss or injury to myself or property in which I may become involved by reason of my participation in this contest.

HAVE YOU READ THIS ENTRY BLANK?.....(Answer YES or NO)

Rider's Signature ..... Rider's Age .....

CAUTION: Parents must co-sign if rider is under 21 years of age.

Parent's Signature ..... Address .....

Mail to: Ensenada M/C, Oscar Gomez, 498 First St., Ensenada, Baja, Calif., Mexico